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ANDERSEN MEYER & CO., LTD.

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Andersen, Meyer & Co., Ltd.

REUTER'S TELEGRAMS.

THE AUSTRIAN PEACE TERMS.

FURTHER PROVISIONS OF THE TREATY.

NAVAL, MILITARY AND AIR CLAUSES.

Further conditions of the Austrian Peace Treaty are as follows:

AUSTRIA.

Austria accepts all the arrangements which the Allied and Associated Powers make with Turkey and Bulgaria with reference to any rights, privileges or interests claimed in those countries by Austria or her nationals and not dealt with elsewhere. Austria accepts all arrangements which the Allied and Associated Powers make with Germany upon Denmark by the Treaty of 1864.

Protection of Minorities.—In a series of special clauses, Austria undertakes to bring her institutions into conformity with the principles of liberty and justice and acknowledges that the obligations for the protection of minorities are matters of international concern, over which the League of Nations has jurisdiction. She assures complete protection of life and liberty to all inhabitants of Austria, without distinction of birth, nationality, language, race or religion, together with the right to the free exercise of any creed. All Austrian nationals, without distinction of race, language or religion, are to be equal before the law. No restrictions are to be imposed on the free use of any language in private or public, and reasonable facilities are to be given to Austrian nationals of non-German speech for the use of their language before the Courts. Austrian nationals belonging to racial, religious or linguistic minorities are to enjoy the same protection as other Austrian nationals, in particular with regard to schools and other educational establishments, and in districts where a considerable proportion of Austrians of other than German speech are resident facilities are to be given in school for the instruction of children in their own language and an equitable share of public funds is to be provided for the purpose. These provisions do not preclude the Austrian Government from making the teaching of German obligatory. They are to be embodied in Austria in her fundamental law as a Bill of Rights and provisions regarding them are to be under the protection of the League of Nations.

PART FOUR.

Austrian rights outside Europe.—Outside Europe, Austria renounces all rights, titles and privileges as to her own or her Allies' territories to all the Allied and Associated Powers and undertakes to accept whatever measures are taken by the principal Allied Powers in relation thereto.

The clauses as to Egypt, Morocco, China and Siam are identical, after the necessary modifications, with those of the German Treaty, except that, especially in the case of China, there is no need for great detail.

PART FIVE.

Military, Naval and Air Clauses.—The military clauses are reserved. All Austro-Hungarian warships, submarines and vessels of the Danube flotilla are declared to be finally surrendered to the principal Allied and Associated Powers. Twenty-one specified auxiliary cruisers are to be disarmed and treated as merchant ships. All warships and submarines under construction in ports which belong, or have belonged to Austria-Hungary shall be broken up, the salvage not to be used except for industrial purposes and not to be sold to foreign countries. The construction or acquisition of any submarines, even for commercial purposes, is forbidden. All naval arms, ammunition and other war material belonging to Austria-Hungary at the date of the Armistice shall be surrendered to the Allies. The Austrian wireless station at Vienna is not to be used for naval, military or political messages relating to Austria or her late Allies without the assent of the Allied and Associated Governments, during three months, but only for commercial purposes, under supervision. During the same period, Austria is not to build any more high-power wireless stations. The air clauses are practically the same as in the German Treaty, except for the 100 seaplanes and their personnel which Germany is allowed to retain till October to search for mines. Austria agrees not to accredit or send any Military, Naval or Air Mission to any foreign country, nor to allow Austrian nationals to enlist in the Army, Navy or Air Service of any foreign Power.

PART SEVEN.

Part Seven, on penalties, is identical with the German Treaty, except the omission of any provision similar to that calling for the trial of the ex-Kaiser of Germany.

PART EIGHT.

Part Eight, on reparations, is reserved.

PART NINE.

The economic clauses are, except in certain details, such as shipping, similar to those of the German Treaty. Special provisions are added, however, for former Austro-Hungarian nationals acquiring an Allied nationality, similar to those in the German Treaty relating to the inhabitants of Alsace-Lorraine. The contracts are maintained subject to cancellation by the Governments. Austria undertakes to recognise any Agreement or Convention made by the Allies to safeguard the interests of their nationals in any undertakings constituted under Austro-Hungarian law which operate in territories detached from the former Austrian Empire, and to transfer any necessary documents and information in regard to them.

Freedom of Transit.—The clauses as to freedom of transit are the same in the Austrian as in the German Treaty, except for the omission of provisions affecting Germany alone and the insertion of specific clauses granting Austria transit privileges through former Austro-Hungarian territory, in order to assure her access to the Adriatic.

PART FOURTEEN.

The miscellaneous provisions are, after the necessary substitutions, virtually identical with those of the German Treaty. The Treaty is to come into force when signed by Austria and the three principal Powers, and to be effective for the individual States on the deposit of their specific ratifications.

REUTER'S TELEGRAMS.

KNITTING THE EMPIRE TOGETHER.

GENERAL CURRIE'S IDEAS.

London, May 27.
General Sir Arthur Currie, ex-commander of the Canadians in France, was given a luncheon at the Mansion House at which the Duke of Connaught, Prince Arthur of Connaught and numerous Dominion members were present. General Sir Arthur Currie, speaking about the Dominions' voice in the Empire, said:—"The war has caused many rapid and drastic changes from the viewpoint of the Dominions concerning the relations of the Motherland. They now believe that it is urgent that a new basis be found which will strengthen the British system and recognise that certain component parts of the Empire earn for themselves the status of nations, and they are anxious, among other things, that every suggestion of political inferiority shall be removed.—(Cheers.) The national spirit of the Dominions has been matured by the war, but the ties binding the Empire together have in nowise weakened. There is a strong feeling that machinery should be erected that would make out of the British Empire a constellation of nations, free, equal and united by goodwill, common ideas and reciprocal confidence, all under one flag and one King.—(Cheers.) These nations, although enjoying absolute freedom in the working of their particular destinies, should have a voice commensurate with their singular interests in the Empire, as a whole. They should, through the medium of the machinery provided, share equal duties, one toward the other, in the broadest spirit of co-operation. There is no reason why Canada, Australia, South Africa, and New Zealand should not be to England in relation to the Empire what Glasgow, Liverpool and Manchester are to London in relation to the United Kingdom. I believe that a political system that will realise this ideal will prove an everlasting benefit, not only to the Empire's constituent parts but to the whole world."

THREATENING DISASTRE TO PETROGRAD.

PILLAGING BY CHINESE.

Stockholm, May 26.
A message from Viborg says a heavy bombardment has been heard during the last few days in the direction of Kronstadt and Petrograd from the sea.

Refugees from Petrograd state that the Bolshevik leaders are panic-stricken. Many have already absconded with State funds. The city is controlled by Chinese, Letts and Finnish reds.

In a heavy street fighting recently the workmen, barricaded their quarters in order to prevent pillaging by the Chinese.

The Bolsheviks placarded the city, threatening to execute all capitalists if compelled to leave the city.

THE BOLSHIEVIST RETIREMENT.

Copenhagen, May 26.
A message from Libau via Berlin says the Bolsheviks have exploded the railway bridges between Lasgel Lake and Stint, north-east of Riga. Fighting is proceeding for the crossing of the Lake and for possession of Duenamünde.

Before retiring the Bolsheviks at Riga killed twenty political prisoners, and carried off others. Sixteen hundred prisoners have been liberated.

COALITION MINISTRY FOR BAVARIA.

Berlin, May 26.
The Bavarian Socialist Congress at Nuremberg has passed a resolution in favour of the formation by Herr Hoffman of a Coalition Ministry.

HUNGARIAN GOVERNMENT RELEASES HOSTAGES.

Copenhagen, May 26.
A message from Budapest says the Soviet Government has released all hostages.

RAILWAY STRIKES IN CANADA.

Montreal, May 26.
Mr. Talton, the District Railway Leader, denies that an order has been issued for a general railway strike in Canada. Winnipeg's railway service is normal.
A general strike is reported at Calgary.

ALLIES' TASK IN RUSSIA.

RE-VICTUALLING OF PETROGRAD.

London, May 27.
Reuter Agency understands that the Allies have made every arrangement to re-victual Petrograd and render all possible assistance to the starving population, immediately after the expulsion of the Bolsheviks.

In the House of Commons at question time, Mr. Forster stated that he was informed that no British troops have landed in the Gulf of Finland.

BOLSHIEVISTS DEFEATED.

GENERAL DENIKIN'S ADVANCE.

Ekaterinburg, May 13 (delayed).
General Denikin has cleared out the Bolshevik Army from 200 miles south of the bank of the Manitch River and has advanced 45 miles beyond the Manitch. He captured 4,300 prisoners and a score of guns.

The Cossacks, after capturing Orange, joined up the Ural Cossacks, who have driven out the Bolsheviks from Novosibirsk, halfway between the Ural and the Volga.

(Continued on page 2)

EARLIER TELEGRAMS.

THE AUSTRIAN PEACE TREATY.

London, June 1.
The conditions of Peace of the Allied and Associated Powers with the exception of the Military, Reparations, Financial and certain Boundary clauses were handed to the Austrian plenipotentiaries at St. Germain on the 1st inst. Those clauses which are not yet ready for presentation will be delivered as soon as possible, the Austrians in the meanwhile having the opportunity to begin work on the greater part of the Treaty in an effort to facilitate the final decision.

The Austrian Treaty follows exactly the same outline as the German and in many places is identical with it except for the change in name. Certain specific clauses which applied only to Germany are of course omitted and certain new clauses of particular applicability to Austria are included, especially as regards the new States created out of the former Austro-Hungarian Empire. Austria is left by the Treaty a State of about six millions of people inhabiting a territory of between fifty thousand and sixty thousand square miles.

Austria recognises the complete independence of Hungary, Czechoslovakia and the Serbo-Croat-Slovene State and cedes other territories which previously in union with her composed the Empire of Austria-Hungary. Austria agrees to accept the League of Nations Covenant and the Labour Charter, to renounce all her extra-European rights, to demobilize her whole naval and aerial forces, to admit the right of trial by the Allied and Associated Powers of her nationals guilty of violating the laws and customs of war and to accept detailed provisions similar to those in the German Treaty as to economic relations and freedom of transit.

In the following summary Part One containing the Covenant of the League of Nations and Part Twelve containing the Labour Convention are identical with those in the German Treaty and are therefore omitted. Part Six dealing with prisoners of war and graves and part ten with aerial navigation are identical, with the substitution of Austria and Austrian for Germany and German and are also omitted. Similarly Part Thirteen of the German Treaty containing guarantees for execution is not included in the Austrian Treaty.

PART TWO: THE FRONTIERS OF AUSTRIA.

The Northern Frontier facing Czechoslovakia follows the existing administrative boundaries formerly separating the Provinces of Bohemia and Moravia from those of Upper and Lower Austria subject to certain minor rectifications notably in the regions of Goud and Feldsberg and along the river Moravia. The Southern Frontier facing Italy and the Serbo-Croat-Slovene State is to be fixed by the principal Allied and Associated Powers at a later date. In the Eastern part the line passing just east of Blieburg crosses the Drave just above its confluence with the Lavant and thence will pass north of the Drave so as to leave to the Serbo-Croat-Slovene State Marburg and Radkersburg just to the north of which latter place it will join the Hungarian Frontier. The Western and North-Western Frontiers facing Bavaria, the Western Frontier facing Switzerland and the Eastern Frontier facing Hungary remain unchanged.

PART THREE: POLITICAL CLAUSES.

Europe: The high contracting parties recognise and accept the frontiers of Bulgaria, Greece, Hungary, Poland, Roumania, the Serbo-Croat-Slovene State and the Czechoslovak State as at present or as ultimately determined. Austria renounces in favor of the principal Allied and Associated Powers all her rights and titles over territories formerly belonging to her which, though outside the new frontiers of Austria, have not at present been assigned to any State undertaking to accept the settlement to be made in regard to these territories.

The Czechoslovak State: Austria recognises the complete independence of the Czechoslovak State including the autonomous territory south of the Carpathians in conformity with the action already taken by the Allied and Associated Powers. The exact boundary between Austria and the new State is to be fixed by a Field Commission of seven members, five nominated by the principal Allied and Associated Powers and one each by Austria and Czechoslovakia. Czechoslovakia agrees to embody in a Treaty with the principal Allied and Associated Powers such provisions as may be deemed necessary to protect racial, religious or linguistic minorities and to assure freedom of transit and equitable treatment for the commerce of other nations.

The Serbo-Croat-Slovene State: Austria similarly recognises the complete independence of the Serbo-Croat-Slovene State and renounces her rights and titles. A similarly appointed Field Commission, including a member nominated by the Serbo-Croat-Slovene State, is to fix the exact boundary. The question of the Basin of Klagenfurt is reserved. The Serbo-Croat-Slovene State agrees to a similar treaty for the protection of minorities and freedom of transit.

Roumania: Roumania agrees to a similar treaty for protection of minorities and freedom of transit.

Russia: Austria is to recognise and respect the full independence of all the territories which formed part of the former Russian Empire. She is to accept definitely the annulment of the Brest-Litovsk Treaty and of all treaties or agreements of all kinds concluded since the revolution of November, 1917, with all governments or political groups on territory of the former Russian Empire. The Allies reserve all rights on the part of Russia for restitution and satisfaction to be obtained from Austria on the principles of the present Treaty.

GENERAL ARRANGEMENTS.

Austria is to consent to the abrogation of the Treaties of 1839 by which Belgium was established as a neutral state and her frontiers fixed and to accept in advance any convention with which the Allies may determine to replace them. Austria agrees to the abrogation of the neutrality of the Grand Duchy of Luxembourg and accepts in advance all international arrangements as to it reached by the Allies and



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MISS CHENG.

prominently associated with the Chinese revolutionary movement and now with the Chinese peace delegation in Paris.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s 6.7-16d.

The Weather.

Forecast:—fair. Barometer:—29.75. Temperature 2 p.m.:—84. Humidity 2 p.m.:—80.

LEST WE FORGET.

My regiment was marching north across the Belgian frontier. We started about 2.30 a.m. After marching till dawn we saw two enemy aeroplanes scouting. We were going along the main road and they certainly saw us—they could not miss seeing us—there were two or three of them (i.e., aeroplanes) and after seeing us they went back. About 8 o'clock we were approaching a village. French cavalry, some 300 or 400, came from the village. I heard some say in English "Germans drove out," meaning that the Germans had been in the village and that they had cleared them out. We proceeded on, and we saw about a mile from the village all the women and children and a few civilian men coming towards us. The German soldiers were taking cover behind the women and children. We could not see them—they were taking cover in the houses and trees. We called on the people of the village to get past us out of the way, as soon as possible, and they did this. The Germans were shelling us with their big guns before the population got past us. As soon as the people had passed we deployed and we immediately received the fire of the enemy. I have had this read to me and it is in every particular correct.—Official deposition of British soldier before Committee on German Outrages.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

THURSDAY, JUNE 6.

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

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Hongkong, 16th August, 1916.

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**NEW COMMERCIAL
AEROPLANES.**

PASSENGER MACHINES.

London, April 4.—Both the
Graham-White and the Hand-
ley-Page companies are pushing
forward plans, and getting out
designs for new commercial aero-
planes, and both have recently
issued interesting brochures which
will do something to carry
public ideas about civil flight a
step further.

The modifications in the
Handley-Page multiple-engined
tractor biplanes, originally built
for long distance flights over
enemy territory, will be very
slight, because the characteristics
of a big war machine are
essentially those wanted in a
commercial one—namely, great
length of continuous flight,
weight-lifting capacity, big fuel
space, roominess, and the
possibility of carrying a second
pilot. It will not be financially
sound to design commercial
machines of very great speed,
because that can only be got by
increasing engine power, using
more room for fuel and reducing
weight-lifting capacity.

The Handley-Page machines
built to two sizes, as at present
designed, distinguished as the
two-engine and four-engine
models. The wings are hinged
and fold back. The non-
stop distances and maximum
useful load of the two-engine
machine vary from 100 miles with
5,750lb. to 800 miles with 2,500lb.
Weight and wing spread give the
machine stability. They are not
designed for "stunts," and no
Handley-Page aeroplane has ever
been "looped," nor ever will be.
It has been estimated that it is
possible to transport loads by
these craft at a charge of 1s. per
lb. per 800 miles, provided they fly
reasonably fully loaded. This could
be arranged by varying the num-
ber of planes to be flown in accord-
ance with the load available.
Based on this rate, the following
scale can be drawn up:—

For letters..... 14d. per 4 oz.
 per 100 miles.
" parcels..... 14d. per lb.
" passengers 24d. per mile.
" goods..... 2s. 4d. per ton
 per mile.

It is calculated that in practice
it would be better policy probably
to charge a flat rate for letters and
parcels up to, say, 400 miles based
on an average at the above rates.
Letter rates might be doubled to
enable newspapers to be carried
at a lower rate. Lower rates could
be charged if four-engine ma-
chines were used, as they carry
two and half times the useful load
of the other model, although the
costs are rather less than double.
The twin tractor biplanes are
fitted with two Rolls-Royce
engines of 350 h.p. each. They
are similar to those which have
flown from England to Cairo,
Damascus, Baghdad, Karachi,
Delhi, Calcutta, and Constantinople.
The bigger plane with its
four 350 h.p. Rolls-Royce engines
is similar to the one which carried
a pilot and 40 passengers and six
hours' petrol over London at
5,500ft. in 1918.

EXTREMES IN SIZE AND DESIGN.
The Graham-White Company
has turned out two new machines
which are interesting because
they represent the extremes of
design in pattern and size. One
of these is called the "Bantam,"
and lives in a shed under the
wings of the other, the "Gany-
mede." The "Bantam" is a
single-seater designed by Mr.
E. Boudot, for the use of
whomever may care to
pilot his own machine. Her
overall length is only 20ft. with a
wing span 16ft. and 9in. Her total
weight, "all up" is but 1,000lb.,
and she is fitted with an 80 h.p.
rotary Le Rhone engine, which
gives a speed of 100 m.p.h. She
lands at 30. This plane carries
enough fuel for a flight of 2 1/2
hours at her best speed, at a cost
of 3d. per mile. The present ex-
ample is painted yellow with
cobalt wings. Her market price
is 500 guineas, and already 80
applications for models have been
received.

The "Ganymede" is one of the
big bombing machines that it is
proposed to modify for commercial
uses. She has a double fuselage
and three 270 h.p. Sunbeam en-
gines, two tractor and one pusher.
In the alterations it is proposed
to make in her she will probably
have the rear engine removed to
make room for a cabin, and the
forward engines supplanted by
others more powerful.

Bigger for fighting the "Gany-
mede" carried in addition to her
pilot, five gunners, of whom
the forward gunner also mani-
pulated the bomb-dropping ap-
paratus. Her speed touches 100
m.p.h., and she has room for fuel
for nine hours' flying. Her wing
span is 90ft., and her total length

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Any good class Druggist can obtain
this remedy to your order, or it can be
obtained direct from us upon receipt
of cost.

**"WE MUST STAY ON
THE RHINE"**

**MARSHAL FOCH ON THE
GERMAN MENACE.**

Marshal Foch in the course of
an interview, which Mr. G. Ward
Price, the *Daily Mail* representa-
tive had with him in Paris this
week, said:—

"Now, having reached the
Rhine, we must stay there.
Impress that upon your fellow-
countrymen. It is our only
safety. We must have a barrier.
We must double-lock the door.
Democracies like ours, which are
never aggressive, must have
strong natural military frontiers.
Remember that those
70 millions of Germans will
always be a menace to us."

"Do not trust the appearances
of the moment. Their natural
characteristics have not changed
in four years. Fifty years hence
they will be what they are to-day."

"And next time, remember, the
Germans will make no mistake.
They will break through into
Northern France and will seize
the Channel ports as a base of
operations against England.
They did not do it before because
they did not believe England
would come in. When they found
she was coming in their plans
were being already carried out,
and they could not change them."

"The Germans will have no
arms for another attack, you say?
Oh, ho! How do you know? By
the time you found out that they
had got them it would be too late."

"If you build a house in the
country," went on the Marshal,
"you put a double lock on the
door and a wall round your
garden. But there are no
thieves round here," says
somebody. You prefer not to trust
to that. But there are the gen-
darmes. They may arrive too
late. No, if you are wise, you will
insist on having your lock and
your wall and we must have
our armies on the Rhine."

"Some people object that it
will take many troops to hold the
Rhine. Not so many as it would
take to hold a political frontier.
For the Rhine can be crossed
only at certain places, whereas
the new political frontier of
France can be broken anywhere
and would have to be held in
force along its entire length."

43ft.; loaded and ready to fly,
she weighs 14,500lb.,
and will in her new guise carry
20 people. In the Graham-
White 24-seater there will be two
compartments to hold each 12
passengers, six on either side of
a central passenger-way. These
passenger cars are to be fitted
with windows or port-holes, with
an observation platform forward.
Free movement of those on board
will be possible during the flight.
Light refreshments will be avail-
able en route.

**ALIEN MASTERS ON BRITISH
SHIPS.**

**EXPLANATION BY
THE ADMIRALTY.**

The Press Bureau has issued
the following:—

The speech by Sir W. Watson
Rutherford, M.P., if correctly re-
ported in the *Times*, conveys the
impression that "80 alien
masters" have been reinstated
since the armistice, which is
incorrect.

The full particulars are given
in the Admiralty letter of 8th
February last which was referred
to by Sir W. Watson Rutherford
in his speech, and in order to
prevent further misapprehension
as to the action of the Admiralty
in the matter, the Secretary of
the Admiralty forwards a copy
of the Admiralty letter in ques-
tion for publication.

Admiralty, S.W., 8th Feb. 1919

Sir,—With reference to your
letter of the 10th January on the
subject of alien officers in British
ships, and the report that no less
than 80 foreign seamen (11 of
whom are of German parentage)
have recently been permitted to
sail in charge of British vessels,
I am commanded by my Lords
Commissioners of the Admiralty
to inform you that there appears
to be some misapprehension of
the facts.

In the early part of the war the
Admiralty declined to issue con-
fidential instructions as to routes,
&c. to a British ship whose master
was not British born of parents
who were British subjects. The
effect of that rule was to cause
many masters who were British
subjects by birth or by naturalisa-
tion to lose their berths. Many
of them were of excellent char-
acter and undeniable loyalty, and
had already done good service in
command of transports &c.

Numerous protests were received
from shipowners and others,
in addition to which an agitation
was conducted in the press. The
question was also raised in the
House of Commons particularly
in the case of Mr. James Riepen-
hausen, which case was taken up
strongly by Messrs. Alfred Holt
& Co. and the Imperial Mer-
chant Service Guild. Mr. Riepen-
hausen, it should be mentioned,
though of German birth, came to
this country in 1850, and became
naturalised in 1877.

In view of this position an
Admiralty Committee was ap-
pointed in the spring of 1917 to
inquire into the case of any
officer of alien parentage affected
by the regulation who desired
reinstatement in a position of
command in a British ship.
Many cases were dealt with by
this committee, who after calling
for evidence as to birth, marriage,
nationality, service &c. in most
cases required the applicant to
attend for a personal interview,
but of all the officers whose cases
were examined between April,
1917, and the present time about
60 were allowed to resume a po-
sition of command, while others
were allowed to sail in some
junior capacity. In a consid-
erable number of cases, however,
the application was definitely
refused.

It should be noted that all the
officers reinstated, though
technically of alien parentage,
were British subjects, and in
several cases their application
was supported by the Imperial
Merchant Guild, the British
Shipmasters and Officers' Protec-
tion Society, and others.

In regard to the eleven officers
of German parentage who it is
stated have recently been
permitted to sail in charge of
British vessels, I am
to observe that there are
only six cases in which such
officers have been fully reinstated
in the position of master. These
six cases include that of Mr.
Riepenhausen.

These officers were all British
subjects, and in some cases also
their fathers were naturalised
British subjects.

In one of these cases where a
certain amount of trouble was
created by the refusal of the
men to sail in a ship on account
of the master's German ante-
cedents, Mr. Havelock Wilson,
after investigating the circum-
stances, advised the Seamen's
and Firemen's Union that there
was no real ground for objection
on the ground of his nationality.
The details of this matter have
been thus fully mentioned with
the view of showing that the
objections now raised to the action
taken by the Admiralty are based
on imperfect knowledge.

At the next meeting of the
Privy Council, an order will be
made under the Defence of the
Realm Act preventing aliens from
acting as masters or captains of
British ships.

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POLITICAL CRISIS IN NORWAY.

CAUSED BY SPELLING REFORM.

Christiania, April 7.—The Storting this evening voted on the motions relating to the measure for spelling reform which involves the further modification of the Danish system of spelling, with a view to bringing the official orthography more into line with Norwegian usage and phonetics. A proposal that the reforms should not be put into force was rejected by 68 to 58 votes.

The Government motion, which favoured the reform scheme, but recommended certain amendments to it, resulted in a tie of 63 votes for and 63 against, the President's casting vote deciding the matter in favour of the motion. The matter, which is regarded as exercising great influence on the course of Norwegian politics, was ultimately adjourned till late in the session.—Reuter.

"The controversy over spelling reform, in effect, a branch of the language controversy, which has been bitterly fought in Norway for some 50 years. Under the 400 years' union with Denmark Norwegian was practically suppressed as a literary language, and was superseded by Danish. It continued to be spoken in the various dialects by the peasants, and in the middle of the last century Ivar Aasen, a peasant-born philologist of genius, published a grammar and dictionary of the dialects, and put forward a scheme for a new Norwegian language constructed from the best of the surviving dialects. He himself wrote both prose and poetry in the new language, to which the name of Landsmaal (country language) was given. The movement quickly found adherents. Aasmund Vinje, one of the earliest, and Arne Garborg are the best known, but it can count only comparatively few authors of much eminence.

The movement gained strength from the growing spirit of nationalism. The Liberals made the Landsmaal an item in their political programme, and a series of laws have now made both Landsmaal and Riksmaal (the ordinary language) compulsory subjects of study in the State schools. Some of the most eminent Norwegian writers have opposed the movement. Bjornson attacked it energetically. Ibsen's bitter satire at its expense in Peer Gynt is well known. But, in spite of the extravagances of some of its champions, it has no doubt enriched the language by the addition of many words from the dialects, and has given it a more national stamp.

Moderate men have looked to a gradual approximation between the two forms of the language to remove a controversy which excites so much bitterness and wastes so much energy. Gradual changes, especially the spelling reform measure of 12 years ago, have tended in this direction. The authors of the new measure claim that the proposed changes, which apply, though not in equal measure, to both Riksmaal and Landsmaal, will help in bringing to an end the present conflict. Its opponents declare that the changes are practically all in favour of the Landsmaal, and are inspired by a desire to destroy by legislative action the Riksmaal, which has shown its superiority as a living language. The proposals are believed to have been a factor in the losses suffered by the Government at the General Election last autumn, and the Ministry's persistence may probably be attributed to the Minister of Public Instruction, who is a strong supporter of the Landsmaal.

DIET FOR ROSY CHEEKS.

WHAT TO EAT.

A Food Authority writes in the London Daily Mail:—A fine race is a rich-blooded race, and when we speak of "blue blood" as a necessity of aristocracy we express a kind of physiological figure of speech.

The finest specimens of the human race are those endowed with a full number of red corpuscles in the blood, and in this respect social status is not of the first importance. There are thin-blooded persons in every class of society, and the common disorder of anaemia is not only the affliction of the poor in purse. Poverty of blood is not incompatible with the possession of ample means and a well-spread dining-table.

Although we English are by no means Spartan in our diet, the proportion of anæmic persons

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especially among women, is rather high. There are too many pale faces in the streets of our large cities.

The atmosphere and the scarcity of sunny hours in the winter are not the only causes of this prevalent pallor of complexion. Many of us have a deficiency in the millions of red corpuscles that are essential for health, and the specific gravity of our blood is frequently too low.

A good constitution is associated with high specific gravity of the blood. An anæmic subject is handicapped in the race of life. Many women who have to work with their hands or their brains are chronic sufferers from thinness of blood. They toil with energy for short spells, and then show rapid signs of fatigue.

POORNESS OF BLOOD.

When poorness of blood arises from "constant underfeeding" a change to a more generous diet may have a marked effect upon the complexion. When iron is deficient in the blood the foods

that contain this necessary mineral may be selected, but it is doubtful whether the deficiency of iron can be always corrected by food alone. It is often necessary to take iron in a medicinal form.

Pale people are apt to believe that red cheeks will result from eating red meat freely. Meat proteins are certainly useful, but the diet should be as mixed and varied as possible. Milk, butter, and other fats should be eaten in moderation. Tea and coffee are not the best beverages for pale people. Stout is frequently recommended.

The following foods are among the richest in iron: Yolk of egg, beef, lentils, peas, and potatoes. There is not much iron in milk or cheese. Spinach is a better "iron food" than cabbage, and the best fruits are apples and strawberries. Excessive feeding on pork, bacon and butter, which contain little iron, necessarily excludes the use of those foods that have the highest proportion of iron.

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The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 3, 1919.

THE INDIAN SITUATION.

India is at present being swept by political undercurrents. The
sedition mongers seem to be as active to-day as they were before
the Chelmsford-Montagu Reform Boon; and the Hon. Mr. Edwin
Montagu, the Secretary of State for India, in the course of
his speech last week on the Indian Budget in the House of Commons
said the Government of India was determined to give unceasing
battle to seditionists until they were exterminated. The dangerous
methods of the revolutionists may be recalled, and the forceful
legislative measures known as the Rowlatt Act, the introduction of
which was a blow aimed at people associated with anarchical
movements. India, like Egypt, has for some time been a hotbed
of sedition. Various heinous plots were discovered, and in some the
machinations of Germany were traced, but there is to-day in India
a large mass of people who have imaginary grievances against the
British Raj, and it has been deemed urgent to kill sedition root and
branch, as its dangers have recently increased. To depend on the
ordinary law for the suppression of conspiracies in India is to
depend on a measure which has been consistently tried from the
year 1907 onwards and which has consistently failed. The British
law, which is the foundation of the law in India, assumes that every
citizen, who is not an actual criminal himself, is on the side of law
and order and that he will, without fear or favour, give evidence of
the facts within his knowledge if the law is broken; but, if owing
to apathy or terror, witnesses do not come forward to testify to the
things which they have seen with their own eyes and heard with
their own ears and, if men are shot in a crowded
street and not a hand is raised to arrest the murderer, the
British system of law must necessarily break down and
other measures be taken to combat the particular evil. The
Defence of India Act scotched the revolutionary movement in
India, but, being a war measure, it ceases to be operative
after the conclusion of peace, the trouble makers thus being once
more free to spread their octopus-like tentacles over the more ill-
balanced of the people of the land, unless special
legislation was enacted. To leave India ungarded against these
vile and contagious conspiracies against law and order would in
itself be a criminal act of negligence on the part of a great Govern-
ment. During the last two months disturbances have arisen at
various places in India when mobs of ignorant people have come into
conflict with the troops and the police. These disturbances arose
over opposition to what is known as the Rowlatt Bill and to false
rumours circulated by agitators whose object is to discredit the
Indian Government. It had been freely alleged that the effect of
the law would be to give the arbitrary powers to search houses
and to stop peaceful public meetings. These false rumours had
been sedulously propagated by the villy-disposed. The Rowlatt
Act does not give the police any powers of arrest or search unless
the Viceroy and his Government are satisfied that revolution
and anarchical crime are being promoted in any district or province.
The new Rowlatt law is narrower in scope than the Defence of
India Act and cannot be put into force in any part of India until the
Viceroy and his Government are satisfied that anarchical crimes
are being promoted in that place. The action of the Indian political
leaders in opposing the Rowlatt Bill and in encouraging the storm
of opposition has been the most grievous blunder in the history of
Indian political life. It means, to put the matter in a nutshell, that
they are in favour, whether they realise it or not, of throwing away
all existing experience and allowing anarchy a new lease of life.
The Indian-owned Press, with a couple of exceptions, has carried
on a campaign supported by mock heroics, false appeals and gross
perversions of fact. The liberty for which they are crying out is
not the liberty of the loyal and law-abiding citizen but the liberty
of the secret conspirator to pursue his nefarious schemes—the liberty
to corrupt the youth of the country, and to spoil the lives of hundreds
of young men. Reuter has told us that the Secretary of State for
India, strongly defended the Rowlatt Acts which he asserted
were necessary to cope with men with whom any kind of Govern-
ment must deal, and who were a danger to any country. He
simply voiced the feelings of all who have lived in India and know
the present conditions of that country.

NOTES AND COMMENTS.

A KING OF KINGS.

To-day the thoughts of British-
ers in all parts of the Empire will
go out in loving admiration for
our King and Emperor, George
the Fifth, on this his fifty-fourth
birthday. It is no mere platitude
to say that never in the history
of the British Empire has the
Sovereign occupied so high a place
in the esteem of his subjects as
King George does to-day. We
had a striking spontaneous proof
of that in the recent Empire Day
celebrations in London, when,
after singing of the National An-
them, the crowd assembled would
not be content until His Majesty
had appeared before them. And
the magnificent reception he
received showed more vividly
than anything else could the
unswerving loyalty of the People
to the Throne. King George
has made no blatant claims to
Divine Right; he has no use for
despotic rule. He likes best of all
to regard himself as a sovereign
serving the people as a constitu-
tional monarch, having the well-
being of all his subjects at heart.
That is why to-day, when other
Thrones are tottering, his
position is becoming strengthened
and more firmly assured. God
bless His Majesty; long may he
reign!

THE WANCHAI FRACAS.

No one who has read the ac-
counts of the incidents which took
place at Wanchai on Saturday
night, whether he be Britisher or
American, can but feel disgusted
that such a fracas could occur in
these days in a British Colony.
The happenings vividly remind
us of the old times when grog
shops were in full swing in
Queen's Road Central and when
fights between marines of different
nationalities were a more or less
common occurrence. But on
this occasion, judging from the
evidence adduced in yesterday's
Police Court proceedings, mat-
ters were even worse than the
old-time "scraps," for the
aggressors were not content with
confining the conflict to sailor
folk but must needs interfere
with civilians passing the local-
ity in rickshas. It seemed to
have been enough for these
infuriated American marines
that passers-by were Britishers;
that was a sufficient excuse for
indulging in behaviour of a
most cowardly and unwarranted
character. In the case before
the Court, a respectable Britisher,
in no wise concerned in the rum-
pus, was passing and, on his
nationality being discovered, he
was promptly laid out by a blow
in the eye with a bottle. His
assailant was fined \$15 by the
Magistrate and ordered to pay
\$11 as compensation—a punish-
ment in no way commensurate
with the act of which he was
guilty. A stiff term in gaol was
what he thoroughly deserved.

STRAIGHT TALK.

An incident of the kind under
notice would not have been so
repugnant were it but an ordinary
squabble between sailors. As
it was, there is every reason for
believing that these American
marines came ashore with the full
intention of making trouble by
attacking British Service men.
Even that would not have been
so bad had they carried out their
intentions as men and not as
skunks using bottles instead of
their fists. The average British
soldier or sailor can hold his own
in a straight fight, but he has
an intense loathing for the
coward who relies on
missiles to help him through.
In any event, conflicts of this
kind between European big-
jackets are much to be deplored
in such a place as Hongkong, for
reasons that are obvious. We
regret to have to say that this is
by no means the first incident of
this sort. We even go further
and assert what is an undeniable
fact, that more trouble is caused
here by American bluejackets
than by the naval men of any
other country. That is painful
assertion to make, but it is
unfortunately the truth. Now,
this kind of thing must be
put a stop to, for happenings like
those of Saturday night are re-
gretted as much by the American
community as they are by us. If
American warships cannot come
here without occurrences like
these taking place, then frankly
we want neither the ships nor the
men in port. It should surely be
possible for the ships' officers to
prevent unseemly brawls of this
character. If not, the men had
far better be denied all shore
leave when visiting Hongkong.

DAY BY DAY.

THE MAN WHO CAN ACKNOWLEDGE A MISTAKE WITHOUT
BLAMING IT ON SOME ONE ELSE
HAS TRUE MORAL COURAGE.

Mr. John F. Mendelsabon,
general foreign representative of
Libby, McNeill and Libby, the
well-known firm of canners is at
present on a visit to the Colony.

The total net receipts of the
sale of work held at Montpelier
in April amount to £317.74, plus
a cheque for \$50, which amounts
have been remitted to the St.
Dunstan's Hostel, Regents Park.

Major L. G. Bird, D.S.O.,
brother of Mr. H. W. Bird,
architect, is returning to Hong-
kong being due here with Mrs.
Bird and family soon. Major
Bird, who held the acting rank of
Lieut. Colonel in France, left
Hongkong for active service in
1914.

The spell of hot weather yester-
day tempted a considerable num-
ber of people to the public bath-
ing beach at North Point, while a
no less considerable number of
Chinese availed themselves of
the cheap tea-cent ride from the
Post Office to Quarry Bay. The
number of motor-cars on the road
was also very great.

The unsuitable weather having
compelled postponement of Polo
Club's Gymkhana since de, entry
fees paid by competitors will be
returned on application to Hon.
Sec. Polo club, and money paid
for Cash Sweep Tickets will be
refunded by Messrs. U. Rummah
& Co. As soon as possible the
new date will be announced and
entries reopened.

For two or three hours last
night on the Praya East several
hundreds of people lined the
waterfront and watched with
great interest a dragon-boat race
in which three crews participated.
One race was especially exciting,
the boats racing almost abreast,
the frantic efforts of the crew in
one of the boats resulting in it
reaching the finishing point bare-
ly a few inches in front of the
other two competitors. The
crowds on the Praya enthusiastically
cheered the winning crew.

It is a matter for speculation
among motorists on the Kowloon
peninsula why the road leading
from Yau-mai to Kowloon-Old
City is not more developed. It
is also very surprising why the
road should have stretches of tar-
sprayed surface in perfect con-
dition whilst its general state is
atrociously bad. If the Govern-
ment would undertake seriously
the development of this road and
make it fit for motor traffic, it
would be a great boon and add
considerably to the mileage
available for vehicular travel.

The Canton Municipality is
now asking for better offers for
the proposed franchise of the
Canton Tramway. According to
the order of the Municipality,
issued May 30, the offers submit-
ted have been made by the Pacific
Construction Co., offering one
million dollars as gratuity for
the franchise and five hundred
thousand dollars as a loan to the
Municipality. So far no better
offer has been made. Unless a
better offer comes within the
next seven days, the franchise
may go to the Pacific Construc-
tion Company.

It is feared that motorists will
not be able to enjoy the round
trip from Kowloon to Casti-Peak,
returning via Chin Wan, at any
rate for the next three months.
Work on the bridge at Chin Wan
(which it will be remembered was
washed away by a typhoon last
year) is however, progressing
as rapidly as can be reasonably
expected. It was anticipated that
the bridge would have been open
to traffic by the end of July at the
latest, but this is now rendered
extremely improbable—a fact
which is to be regretted, as the
roadway is now complete on
either side of the bridge.

We have asked to announce
that as there is a great rush for
seats for Thursday's matinee at
the Victoria Theatre patrons who
do not look their seats early will
probably be disappointed. There
is a dual attraction on that even-
ing, for besides that excellent
film, "The Story of the Great
Boer War" (in five parts) the
Manila string band from the Em-
press of Russia will be in attend-
ance and will augment the fine
Victoria Orchestra, thus heighten-
ing the musical treat. A better
programme has seldom been pre-
sented by the Victoria Theatre
management to its patrons. This
evening at the matinee that five-
part superb film, "The Spon-
der" will be screened.

AN ISLANDER'S DIARY.

[BY "AJAX"]

It is not inapt to compare the
present state of the Colony of
Hongkong with that of Nineveh,
what time the Son of Amithai
was summoned from his in-
dolence to lift the prophet's rod.
We have here much wickedness
and more than six score thousand
persons that cannot discern their
right hand from their left hand,
also much cattle and dollars.
My duty is to chronicle the
affairs of the week with the keen,
inevitable eyes of the Arab
Gashmu.

The vision seen, Belshazzar
stood appalled;

Some one suggested Daniel
should be called;

He came and just remarked in
passing;

"Ah! Mene, Mene! Tekel and
Upharsin!"

The interest of the week has
centred round the annual general
meeting of the Star Ferry Com-
pany, and the *ex cathedra* an-
nouncement that as the price of
coal has recently come down the
fares would be reduced. Later
on, when the tariff of reduced
fares was advertised it provoked
one to Homeric laughter. It
may be of interest to my
readers to be told that this
apparent consideration for ferry
passengers came at the eleventh
hour and had been produced by
the campaign that was opened
against the Company in these
columns.

The view is widely held that the
raison d'être of the Star Ferry
Company is not to establish a
cheap passenger service between
Hongkong and Kowloon, but to
squeeze the legion of clerks, etc.,
who travel by it to spend more
than they can afford and more than
is justifiable. This object has been
accomplished. The Star Ferry
Company, which has a monopoly
on this run, feels no competition,
and, nothing daunted, it goes on
doggedly. I lay special emphasis
on this, for recognition of the
truth it enshrines is of the utmost
importance.

The voice of the critic is often
heard bemoaning the lack of really
practical interest shown by the
Hongkong Government in the
interests of the public. The
officials have of late been trans-
gressing all legitimate limits, say-
some. The various grievances
of the community are not yet
fully redressed, and, to add to
the same, there is a feeling
that the Star Ferry con-
tract should never have been
renewed. This has practically
exhausted all the patience of the
citizens. The Government, they
say, has entirely ignored the
rights of its people and even its
own responsibilities and duties as
a protector of the public interests.
Nothing could be more unwise and
impolitic on the part of the admin-
istration than to adopt a policy
which tends to diminish in any
way the confidence of the mass.
Many evidently believe with very
natural bitterness that there is
still truth in the advice of Solom-
on: "Put not thy trust in
princes." All that I have to say
is that I hope the Government
will shape its policy and admini-
stration in such a manner as to
inspire confidence among the
citizens.

A little neglect has bred great
mischiefs. For want of a nail the
shoe was lost, for want of a shoe
the horse was lost, and for want
of a horse the rider was lost,
being overtaken and slain
by the enemy. The truth
of this aphorism is amply
illustrated in the contract between
the Star Ferry Company and the
Government. The failure to
stipulate in the contract that the
Company should not charge more
than a certain fare has done the
mischiefs and to-day we have to
bless the memory of those of our
law-makers who framed the pre-
sent covenant. Pretty strong,
you will say, but the protestants
aver that it is not strong enough
to describe how they are being
butchered to make a Greek
holiday.

The present price of coal as a
justification for the outrageous
fares is a veritable red-herring
dragged across the scent. The
Chairman's explanation recalled
to mind what we read of in Don
Juan.

THE KING'S BIRTHDAY.

To-day His Majesty King
George attains the fifty-fourth
year of his life, with the wish
uppermost in the minds of his
subjects everywhere that he may
long be spared to rule over
the destinies of the Empire.

In Hongkong, there is this year
no formal celebration of the day,
owing to the fact that the Peace
Treaty has not yet been finally
concluded. But the day has been
observed as a Public Holiday, and
all places of business have been
closed. Ships in port, both
naval and mercantile, have
been flying flags and bunting,
whilst ashore the Union Jack
and Red Ensign have been freely
displayed. At noon, a royal
salute was fired by H. M.
S. Tamar. Happily, the weather
has been all that could
be desired, and in addition to
the all-day cricket match on the
H.K.C.C. ground, sport has been
general amongst the holiday-
makers. This afternoon a special
attraction in the form of drago-
boat races is being provided at
North Point—a novelty which is
sure to attract large crowds of
interested onlookers.

JOINT STOCK COMPANIES.

Calcutta, 9th May.—During
March last forty-one joint stock
companies were registered in
India with an authorised capital
of Rs. 660 lakhs, Bombay account-
ing for Rs. 489 lakhs and Bengal
Rs. 204 lakhs. For the twelve
months ending March last, the
number of companies registered
was 292 with an authorised capital
of Rs. 2,138 lakhs as against 278
companies with Rs. 3,058 lakhs of
authorised capital in the prece-
ding year.

ELECTRIC SUPPLY IN MADRAS.

Madras, 15th May.—The Cor-
poration of Madras considered the
reports of the Committee on the
proposal of the Madras Electric
Supply Corporation regarding the
enhancement of rates for lights
and fans. The Committee report-
ed that the proposed increase of
one anna per unit might be per-
mitted on a clear understanding
being given by the Company that
the increase is to be in force for
three years only, on expiry of
which period the rates will revert
to the existing rate of four annas
per unit.

The fact is that a ferry
service could be run
profitably and efficiently between
Hongkong and Kowloon by
charging 5 cents per head (first
class passengers). The Star
Ferry Company to-day is yielding
a magnificent return on its original
capital. Its tactics are
as ancient as the hills.
By capitalising profits by the
issue of new shares it has
"watered" its capital, thus
deceiving the public into believ-
ing that the return on the
capital is modest and legitimate.

If a serious debate could be
raised in Parliament on the sub-
ject of the Star Ferry lease with
the Government, an intelligent
and well-informed opponent could
soon make it manifest that there
has been a serious miscarriage of
common-sense on the part of the
Colonial Government. There is
no more damning instance of a
woeful lack of judgment than the
contract in question.

The composition of the Exe-
cutive Council of the Hongkong
Government is a subject of much
criticism. The Executive Coun-
cil should at all times be free from
all influence. The question is
who should and who should not
be a member of the Exe-
cutive Council. It is a
difficult thing to answer
offhand. For instance, many
argue that those controlling large
public companies should not be in
the Guild Chamber, for it
naturally follows that the advice
that these would offer would be
not disinterested. There is much
force in this argument. The
Government's duty is to see that
the men who are entrusted with
the making of local laws are
above party. Disinterested men
are usually the safest, but
there is no reason why a man
who has extensive interests
should not be consulted, as vast
interests signify that he has the
welfare of the Colony at heart,
although that welfare may, many
a time, be encompassed with in-
justice. The four walls of the company
whose destinies he controls

TWO DAYS' MISCELLANY.

A perennial source of wonder
to the insignificant citizen who
never has to fear publicity is the
state of mind and feelings of the
recipients of national and civil
welcomes. How do the eulogistic
speeches with which Kings, Presi-
dents and statesmen are met
affect the eminent personages to
whom they are addressed? asks a
writer in an English paper. The
following extract from a letter to
Lord Chamberlain from
Lord Morley, taken from
the latter's "Recollections,"
throw some light on the mat-
ter:—"Sunderland was a great
day. There were over two
hundred men at the luncheon and
four thousand at the meeting, and
the cordiality of the welcome
almost knocked me over. As I
had to listen (on the three occa-
sions) to six speeches of welcome
and six speeches of thanks I felt
at last like the man in Zedig. Do
you remember? The King, to
cure him of vanity, sent a chorus
to sing to him every three
minutes."

Que son merite est extrême!
Que de grâces! que de
grandeur!
Ah, combien monseigneur
Doit être content de
lui-même!

Viscount Kato is not the only
Japanese diplomat who has come
full tilt against the Kaiser.
Marquis Saionji, formerly Mini-
ster in Berlin, has just related in
Tokyo that on one occasion the
Kaiser, in order to boast of his
knowledge of current events in
Japan, said to him: "I see that
the Diet buildings in your country
have been destroyed by a fire of
suspicious origin. Is it a fact?"
The Marquis, intently watching
the Kaiser's face, deliberately
replied: "It is a fact, and the
worst part of the story is that the
fire was caused by electric cur-
rent, owing to the defective way
in which the buildings were de-
signed by a German architect." The
Kaiser repeated the words
"German architect" thrice, as
if to express his doubt, and then
burst into a hoarse laugh.

The town of Shaftesbury, in
Dorset, which was sold by Lord
Stalbridge a few months ago to a
syndicate of three local gentle-
men, is to be submitted to auction
in numerous lots by Messrs. Fox
and Sons, auctioneers, of Bourne-
mouth (says the London Daily
News). The sale will occupy
three days. In September last,
when Lord Stalbridge's estate
was sold by auction, it was
announced that Shaftesbury
had been sold privately to
Mr. James White, the
well-known sportsman, who has
been responsible for some large
real estate deals and who negoti-
ated the sale of the Covent Gar-
den property. Associated with
Mr. White, who is a Rochdale
man by birth, were Mr. S. B. Joel
and Mr. A. L. Ormerod, of Man-
chester. The purchase price was
£75,000. One of the conditions
of the contract laid down by Lord
Stalbridge, it was stated, was that
the town was first to be offered to
the Mayor and Corporation at a
reasonable price, and if they did
not purchase it was to be offered
to the tenants. There was a
further stipulation made that
before any further action was
taken each individual occupier
was to have the option of pur-
chasing his house or cottage at a
reasonable price. Not long after-
wards it was announced that
Shaftesbury had been sold to a
group of local residents—Mr. R.
W. Borley, Dr. Harries, and Mr.
Herbert Viney. The Daily
News was informed that the
property is now being placed on
the open market by their in-
structions, and that the sale is
open to all bidders. Shaftesbury
is a market town of some 2,500
inhabitants, 3½ miles from a rail-
way station. It was built (or
rebuilt) by King Alfred, and is
the centre of an important
agricultural district.

"Like father, like son," is a
saying which finds widest fulfil-
ment in the Bokha family. The
General's daughter and three sons
have not only a strong facial re-
semblance to their distinguished
father, but take after him in
strength of character also. The
eldest, Captain Louis, was asked,
as a boy, what he would like
to become. "Prime Minister,"
he replied. The second boy, John, eldest
of the young men, was asked
"Don't do it yet," said Philip,
the youngest. "Too late, my boy,
it's done," was the answer. They
are all immensely happy, and
are proud of their present status
and of their father's name. Their
destinies lie before them.

NOTICES.

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THE MOST
MODERN
CARS IN
TOWN.

REUTER'S TELEGRAMS.

(Continued from page 1.)

THE AUSTRIAN PEACE TERMS.

THE DANGERS OF DELAY.

Paris, May 26.
The Austrian Delegation, in a Note to M. Clemenceau, requests a speeding up of the peace negotiations, owing to the undesirable effect of delays upon the internal situation.

The new Reparation Commission appointed to draft the reparation clauses of the Treaty with Austria, Bulgaria and Turkey includes Lord Cunliffe, Lord Sumner and General Smuts.

The Interior Council of Four has begun consideration of the Bulgarian peace terms.

IF GERMANY REFUSES TO SIGN.

ALLIES TO IMMEDIATELY ADVANCE.

Paris, May 26.
Arrangements have been completed for instant military and economic action against Germany. In the event of a refusal to sign the Treaty, an advance will be immediately made into the interior of Germany and the blockade will be resumed in a most drastic form.

Care has been taken to ensure that punitive measures against a recalcitrant Germany will become operative forthwith. There will be no interval between the receipt of the refusal and the Allies' advance.

STOP PRESS TELEGRAMS.

AN INTERVIEW WITH HAWKER AND GRIEVE.

London, May 27.

Hawker and Grieve, interviewed by the *Daily Mail*, declared that their start was due to the Americans' flight to the Azores. The Sopwith's start was splendid. The airmen at the start only ate one sandwich, a piece of chocolate, and four coffees each. Hawker thereafter did not eat for 72 hours owing to seasickness. There was a small motorboat in the heavy sea when they flew down to look for a ship. When they alighted at sea they were in water knee-deep. Big waves occasionally dashed over the upper plane. Meanwhile, their little boat beside the machine was dancing like a cork. They were picked up at 8.30 Greenwich time and been flying for 14½ hours. They were in water for 20 minutes.

Hawker declared that when they started "we felt it was a cert 100 to 1 on." The machine floated well. They expected a north-easterly wind for a short time. Then a north-west was actually found and a strong northerly wind and they ran into a depression which had worked up from the Azores, but the weather was no hindrance and the flight would have been accomplished but for the boiling water trouble. The wireless was not a great success.

Grieve wirelessed every 30 minutes but no reply was received. He later signalled SOS every 15 minutes, but the wireless was not sparking. At 1.30 Antimeridian time Grieve found that they were 150 miles south of their course owing to drift. Thence he altered northwards with a view to reaching the track of ships. Hawker used 170 gallons of petrol out of 340 that he carried.

London, May 27.

Hawker and Grieve made a triumphal progress from Scotland to London. Their train was besieged by crowds fighting for a hand shake with the aviators. Hawker, interviewed by the *Daily Mail*, gave a detailed description of the flight. He said: "After four hours the visibility became bad. Heavy cloud banks were encountered. Eventually we entered a heavy storm and rain squalls. After 5½ hours we were forced to descend several thousand feet on account of the choking filter. After that everything was well for a few hours when the circulation of the system was again choked. The temperature in the water rose to boiling point. We realised that until the pipe was cleared we could not rise much higher without using a lot of motor power. When about 12½ hours on the way the circulation system was still bad. We changed our course and began to fly diagonally across the main shipping route for 2½ hours when we sighted the Mary. We sent up distress signals which were answered promptly. We landed on water ahead of the steamer. The sea was very rough. It was only at great risk that the crew succeeded in launching a small boat, owing to the heavy gale."

HOW HAWKER AND GRIEVE WERE OVATED.

London, May 27.

On arrival at King Cross station, which was densely thronged, Hawker and Grieve got one of the most remarkable ovations ever given. They were seized by a body of Australian diggers and carried shoulder high to Euston road, and crowned with slouch hats, which is an Australian custom conferring the highest popular honour.

Huge crowds in Euston road, at first did not recognise the airmen in Australian hats. Then they tremendously ovated and the airmen were placed in an open car and proceeded slowly by an arranged route to the Royal Aero Club.

It was intended to have a civic reception with the Mayor present at the station, also a large number of distinguished military officers and civilians, but the Australians, declaring that it was Australia's day, took the affair entirely into their own hands.

HONGKONG SHIPPING ACTIVITIES.

BOATS UNDER CONSTRUCTION.

In the Taikoo Docks the new Blue Funnel steamer the S.S. Laertes is nearing completion.

The motor ship Hornsall (the late Howath) left yesterday afternoon for Singapore via the oil ports of Dutch Borneo. She came to Hongkong with a cargo of flour from Australia. This she discharged here and the vessel was taken over by the Hongkong and Whampoa Dock Company to be converted into an oil carrier. She has been about five months in the docks, the delay being due to the fact that she had to await materials.

She went on a trial trip on Saturday and the speeds attained on the various runs were exceedingly satisfactory. She has Diesel engines of the latest type.

The Hongkong and Whampoa Dock Company have another ship under way for conversion into an oil carrier, to the order of some Manila owners.

Another standard ship is approaching completion at the Hongkong and Whampoa Docks.

The War Drummer, which was launched recently, is leaving the Colony about Thursday. She goes into harbour to load cargo.

THE BOYCOTT.

NEW MANIFESTATION IN HONGKONG.

An attempt to develop the anti-Japanese goods boycott, which is known to be going on along unorganised lines among Chinese merchants, into an open movement was made by Chinese students in Queen's Road Central this morning. The demonstrators marched in a procession carrying umbrellas on which such appeals as "Don't buy foreign goods," and "Patronise our own products," appeared.

The Police have made no arrests but are taking measures to cope with the situation. Two pickets of constables, in charge of European Officers, have been sent out, and are patrolling the streets to prevent further demonstrations.

Later.

The Police have arrested, nine of the Chinese students.

JAPANESE VOLCANO ACTIVE.

A report from Kumamoto states Mount Aso, an active volcano in South Kyushu, has been abnormally operative of late, the subterranean rumblings and fall of ashes being frequent and heavy. The rumblings are intermittent and occur with regularity every quarter of an hour or so. A column of smoke rests over the mountain during the day and is lit up at night like a pillar of fire. Three sharp earthquakes have been experienced in and around Kumamoto during the past month, doubtless having their origin in the seismic disturbances in Mount Aso.

PETROLEUM SHARES.

British Burma Petroleum has been in strong demand in India at Rs. 23 for the 8/- share. There was a strong rumour in London last month that a working arrangement had been arrived at between the Shell, Mexican Eagle and Burma Oil Companies from which, if effected, great economies should result.

"MY FROAT AND MY TUMMY."

"My froat and my tummy do like these funny little medicines," said a small Cheshire boy of 3 to his mother, and the "funny little medicines" he spoke of were Baby's Own Tablets, the Canadian children's remedy.

These Tablets are popular with children because they are pleasant in taste and take the place of Castor Oil and all other nauseating, gripping laxatives. They are equally harmless and helpful to the babe of 8 hours as to the child of 8 years and more.

Little ones who are troubled with their stomachs and bowels, whose teething is painful, digestion bad, who have worms, are feverish, or cannot sleep well—may be made healthy and happy by Baby's Own Tablets. Obtainable from chemists, or post free, 30 cents the vial, from Dr. Williams' Medicine Co., 95 Szechuan Road, Shanghai.

NOTICES.

DAIRY FARM NEWS.

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STOP PRESS TELEGRAMS.

BELGIANS MOBILISING.

A PRECAUTIONARY STEP.

Amsterdam, May 27.
The Belgian frontier has been closed. Leave troops have been recalled. General mobilisation is believed to be proceeding, owing to the approaching termination of the signing period.

LEAVING VERSAILLES.

DEPARTURE OF PORTION OF GERMAN DELEGATION.

Versailles, May 27.
A portion of the German Peace Delegation, numbering 60, and including technical experts, secretaries and typists, are leaving to-morrow.

DISCUSSION OF AUSTRIAN TERMS.

Paris, May 27.
The Council of Four discussed the Austrian Peace Treaty to-day.

THE PEACE TREATY.

GERMAN COUNTER-PROPOSALS.

Berlin, May 27.
The Party leaders met Herr Scheidemann to hear the contents of the German counter-proposals. The text will be handed to M. Clemenceau at the latest on 28th May.

PSKOFF FALLS TO ESTHONIANS.

Copenhagen, May 27.
The Esthonians have captured Psokoff.

FIGHTING IN EAST GALICIA.

Paris, May 27.
The Polish National Committee announces that Polish troops have taken possession of Tarnopol and other East Galician towns, where the local Poles have successfully revolted against the Ukrainians.

A message from Warsaw says Paderewski's resignation is denied. The Diet by 22 votes to 5 votes passed a unanimous vote of confidence in him.

AERIAL FLIGHT TO LISBON.

New York, May 27.
N. C. 4 started at 9.20 this morning, flying splendidly. She expects to reach Lisbon this afternoon, a distance of 800 miles.

ARRIVAL AT LISBON.

ENQUIRY INTO EXPLOSION IN SILESIA.

Paris, May 27.
Owing to the suspicious nature of the explosion in Teschen in Silesia, wherein Poles were killed, the Polish Diet has demanded an inquiry to be sent to Teschen and has contributed 200,000 kronen for relief purposes.

(Continued on page 10.)

NOTICES.

SPECIAL NOTICE

We have just received a consignment of "MATTAMAC" WATERPROOFS and amongst them are several which have become slightly stained in transit.

These we are offering at

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S.S.	leave Hong-kong about	Due Marseilles about	Due London about
NEURALIA	30th June	8th July	
FOR SINGAPORE, COLOMBO & BOMBAY.			
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JAPA	19th June		
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EMPERESS OF JAPAN	21 June.	16 July.
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MONTEAGLE	22 July.	16 Aug.
EMPERESS OF ASIA	7 Aug.	25 Aug.
EMPERESS OF JAPAN	20 Aug.	10 Sept.
EMPERESS OF RUSSIA	4 Sept.	22 Sept.
MONTEAGLE	27 Sept.	22 Oct.
EMPERESS OF ASIA	2 Oct.	20 Oct.
EMPERESS OF JAPAN	15 Oct.	5 Nov.
EMPERESS OF RUSSIA	30 Oct.	17 Nov.

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ALEXANDRA BUILDING,
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AMERICAN EXPRESS COMPANY.

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SHIPPING.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

Destination.	Steamer & Displacement.	Sails hence
SHANGHAI, KOBE & YOKO-	*Mishima M. T. 15,950	SUN. 8th June at 11 a.m.
HAMA	*Sadō M. T. 12,560	TUES. 17th June at 11 a.m.
	*Nikko Maru T. 9,600	SAT. 21st June at 11 a.m.
NAGASAKI, KOBE & YOKO-	*Ats Maru T. 12,300	SAT. 19th July at 11 p.m.
HAMA		
LONDON & Antwerp via S'pore, Penang, Colombo, Suez and Port-Said	*Yokohama M. T. 12,340	SAT. 14th June at noon.
MELBOURNE via Manila, Zamboanga, Thursday Is., Townsville, Brisbane & Sydney	*Tango Maru T. 13,760	WED. 25th June at 11 a.m.
NEW YORK via Japan		
BOMBAY via Singapore and Colombo	Kosoku Maru T.	SATURDAY. 14th June.
CALCUTTA via Singapore, Penang and Rangoon	Rangoon M. T. 11,540	WED. 25th June.

HONGKONG-VICTORIA, S.C.—SEATTLE VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA AND VICTORIA.
Operating by the magnificent and splendidly equipped passenger steamer "Fusimi Maru."
S.S. "Fusimi Maru," A "Katori Maru," each of over 10,000 tons displacement.
Next sailings from Hongkong.

*Fusimi Maru SUN. 22nd June, at 11 a.m.
*Katori Maru SUN. 13th July, at 11 a.m.
For further information apply to
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE:
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Steamers.	From Hongkong.
PERSIA MARU	18th June.
KOREA MARU	25th June.
TAITO MARU	20th July.
SHIRAKI MARU	7th July.
SIBERIA MARU	29th July.
SHINYO MARU	13th Aug.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers. Leave Hongkong.
KIYO MARU 12th July.
SKIYO MARU 4th Nov.

Ships are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the P&O.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAICO, Manager,
KING'S BUILDINGS.
Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to and Overland Points to the United States of America and Canada.
For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
York Buildings.
Telephone No. 1574.

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FREIGHT AND PASSENGERS.

"NANKING" "CHINA"
15,000 tons, American Registry (10,000 tons, American Registry)
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "CHINA"
Aug. 19th, 1919. July 2nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP
For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.

THE BANK LINE LTD.
HONGKONG & CO. Canton
HONGKONG & CO. Canton

SHIPPING NEWS.

GERMAN STEAMERS
REQUISITIONED.

Melbourne, April 22.—In most of the recent allotments of tonnage to the Australian run, 14 German steamers that were requisitioned by Great Britain have been included, and there is reason to believe that further enemy craft will later be made available for the same purpose. A cable message was received by the Commonwealth Shipping Board today, containing the names of 14 vessels that are now being fitted up to undertake voyages to Australia during May. The list includes the following: Konig Friedrich August, Konigen Luise, Prinz Ludwig, Prinz Hubertus (Breiten), Rio Negro, Rio Pardo, Friederichsruh, Alexandra Woermann (Frankfurt), Yphivanga, Lucie Woermann, and Windhuk (Wahehe).

THE MARANA.

Letters from Suez from passengers on this boat indicate that matters improved considerably after Colombo. At that port they got extra stewards, and rules were made about drying clothes in the wards, about fresh water, and the ship was washed and disinfected. The additional stewards were not enough, but waiting for more would have meant a five days' delay, and as there were calls from Home for the vessel to hurry up, as there were New Zealand troops waiting to go home, that possibly accounts for the quick journey. The food was good and plentiful and most people were doing better, though the writing room had to be converted into a play room for the children. Unexpected talents dropped up to cater for them, and they had a punch and Judy show, and rhymes for the children. Most of the passengers were prepared to go round by sea, on hearing of the delays and high prices of the overland journey.

PETROLEUM CONSUMPTION.

The relation of petroleum to naval and military operations makes an interesting chapter in the multitudinous details of the war. At first the supply presented no difficulty, but when the enemy submarine campaign was intensified simultaneously with a rapid increase of our own naval and military requirements, safeguarding measures had to be taken. This was towards the end of 1915. While a destroyer under full steam consumes some 200 tons every 24 hours, the average turn round under convoy conditions of a tank steamer between the United Kingdom and the United States was 60 days; consequently the entire services of a 6,000 ton tanker were needed to maintain one destroyer continuously under full steam. All other services, including the Air, required greater supplies as the war progressed.

SHIP FIRE AT BOMBAY.

Bombay, 15th May.—The R.M.S. Dara which left harbour yesterday had to return to port at ten o'clock last night owing to an outbreak of fire in one of its bunkers, the magnitude of which showed that the vessel's appliances were inadequate to cope with it. The Harbour Police noticed the flames and at once put to sea. The burning vessel is anchored opposite the Taj Mahal Hotel, about three quarters of a mile from the Apollo Bunder. The Port Trust fire appliances were also hurried off to the burning vessel and a Port Trust dredger stood by and rendered assistance. The fire appeared to have originated in one of the bunkers which contained general cargo and spread to the bridge, which was rendered practically useless. Notwithstanding strenuous efforts the fire raged throughout the night and continued burning till eleven o'clock this morning when it was brought under control. The fire in the bunkers was due to the fact that the vessel had been doing to the port since it left.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
PAKHOI & HAIPHONG	Kalong	4th June at 10 a.m.
HOIHOW & BANGKOK	Enchow	4th June at 10 a.m.
SWATOW & SINGAPORE	Kanchow	5th June at 11 a.m.
SHANGHAI	Sungang	5th June at noon
SHANGHAI & TSINGTAO	Chetan	8th June at 11 a.m.
SHANGHAI	Tean	10th June at noon
SHANGHAI	Sungang	12th June at noon

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking cargo on through Bills of Lading to all Yantse and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.Telephone No. 36.
Hongkong June 3, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tilajap	Java	in port 1st July	3rd June	Japan
Tiluwong	Japan	in port 1st July	3rd June	Java
Tilini	Java	in port 4th June	6th June	Japan
Tilinas	Java	in port 4th June	10th June	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
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Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Quinnchaug	Medina	TUES. 3rd June at 10 a.m.
Haitan	A. F. Stewart	FRI. 6th June at 1 p.m.
Haihong	J. W. Evans	TUES. 10th June at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alterations).

For	Steamship	On
TIENTSIN via W'wei	Chipsing	Wed. 4th June at d'light
HAIPHONG via Hoihow	Loksang	Wed. 4th June at 8 a.m.
SHANGHAI via Swatow	Kwo-gsang	Thurs. 5th June at d'light
STRAITS & Calcutta	Fooksang	Thurs. 5th June at 3 p.m.
SHANGHAI	Choyhsang	Fri. 6th June at d'light
MANILA	Fuensang	Fri. 6th June at 3 p.m.
SINGAPORE	Chunsang	Sat. 7th June at d'light
KOBE	Waisang	Sat. 7th June at 5 p.m.
SHANGHAI	Hopsang	Tues. 10th June at d'light
SANDAKAN	Hinsang	Wed. 11th June at noon
MANILA	Loongsang	Fri. 13th June at 3 p.m.

Calcutta LIFT.—This lift is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via S'pore and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every two days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yantse River Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yantse River Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having good accommodation for passengers.

Cargo taken on through Bills of Lading for Cebu, Zamboanga, Zamboanga, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at W'wei and Peking.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO. LTD.
General Managers.

Telephone No. 215.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYBATES"

Will be despatched for NEW YORK via Panama, on Thursday June 5th.

S.S. "EURYADES"

Will be despatched for NEW YORK via Panama, on Thursday June 5th.

For Freight and Passage, apply to

JARDINE MATHESON & CO. LTD.
General Managers.

Telephone No. 215.

SHIPPING

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"Amur Maru" Wednesday, 4th June.
"Andes Maru" Monday, 14th June. (Call Marseilles).
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer, "Siam Maru" Sunday, 15th June.
BUENOS AIRES, RIO DE JANEIRO, SANTON, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"Hawaii Maru" 15th June.

BOMBAY & COLOMBO—Regular fortnightly service via S'PORE.
"Siam Maru" Sunday, 15th June.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"Siam Maru" 2nd July.

SYDNEY, MELBOURNE—Monthly service calling at AUUCKLAND, N. Z. and ADELAIDE.
"Nanking Maru" Monday, 2nd June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"Canada Maru" Saturday, 1st June.

HAIPHONG—Three times a month service.
"Daitoku Maru" 4th June.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.
"Soshu Maru" Thursday, 5th June.

KEELUNG VIA SWATOW AND AMOY.
"Amakusa Maru" Sunday, 8th June.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODECAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

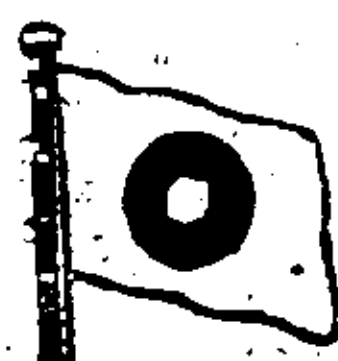
HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KIHARA SHOJI KAISHA, LTD.

KIHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE (KOBE).

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Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

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M. HASHIMOTO,
General Agents.

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THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

The following U. S. Shipping Board Steamers will be despatched for
SEATTLE, TACOMA, VICTORIA, VANCOUVER
"WESTERN KNIGHT" About August 1st.
"WEST HEMATITE" 10th.

For PORTLAND Direct.

"WEST MUNHAM" About June 25th.
"WEST CELINA" August 15th.
THROUGH BILLS OF LADING ISSUED TO OVERLAND COASTS POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2177 & 2178

5th Floor, Hotel Mansions.

SHIPPING

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" SAILING DATE about June 29th

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
TAIYUAN	2nd June.	6th June.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
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JAPAN AND COAST PORTS.

Tientsin via Weihaiwei	Chipshing	J. M. Co.	4, June
Hohow and Bangkok	Luchow	B. & S.	4, June
Pakhoi and Haiphong	Kaifong	B. & S.	4, June
Strait and Calcutta	Fohksan	J. M. Co.	5, June
Swatow and Singapore	Kanchow	B. & S.	5, June
Shanghai via Swatow	Kwongsang	J. M. Co.	5, June
Haiphong via Hohow	Lorsang	J. M. Co.	5, June
Shanghai	Suiyang	B. & S.	5, June
Manila	Yuenyang	J. M. Co.	6, June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	6, June
Java	Tjikini	J. C. L.	6, June
Shanghai	Choyasang	J. M. Co.	6, June
Kobe	Kwaisang	J. M. Co.	7, June
Singapore	Chunsang	J. M. Co.	7, June
Shanghai and Tsingtao	Chenan	B. & S.	8, June
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	8, June
Singapore, Colombo & Bombay	Dunera	P. & O.	8, June
Shanghai	Hopsang	J. M. Co.	10, June
Swatow, Amoy and Foochow	Haihong	D. L. Co.	10, June
Shanghai	Teau	B. & S.	10, June
Java	Typanas	J. C. L.	10, June
Sandakan	Hinsang	J. M. Co.	11, June
Shanghai	Sanning	B. & S.	12, June
Manila	Loongsang	J. M. Co.	13, June
Bombay via Ports	Kosoka M.	N. Y. K.	14, June
Genoa and Bombay	Sin M.	O. S. K.	15, June
Shanghai, Kobe and Yokohama	Sado M.	N. Y. K.	17, June
Shanghai and Kobe	Japan	P. & O.	19, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	21, June
Calcutta via Ports	Rangoon M.	N. Y. K.	25, June

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. MISHIMA M. (European Line.) left Liverpool for this port via the Suez Canal on the 3rd ult. and is expected here on the 8th June.
The N. Y. Y. s.s. SADO MARU (European Line) left Liverpool for this port via the Suez Canal on the 6th ult. and is expected here on the 16th June.
The N. Y. K. s.s. KITANO M. (European Line) left London for this port via the Suez Canal on the 17th ult. and is expected here on the 22nd June.
The T. K. K. s.s. KOREA M. sailed from San Francisco May 21st, and will arrive at Hongkong June 18th.
The China Mail S.S. Co. is in receipt of a telegram from its Yokohama office advising that the "NANKING" sailed from that port on May 29th and she may be expected to arrive at Hongkong on June 5th, 1919.

The N. Y. K. s.s. CALCUTTA MARU (Calcutta Line) left Singapore for this port direct on the 29th ult. and is expected here on the 5th June.
The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Australian ports and Manila on the 30th ult. and is expected here on the 20th June.
The N. Y. K. s.s. TOYO MARU No. 2 (Bombay Line) left Bombay for this port via Singapore on the 29th May, and is expected here on the 18th June.
The N. Y. K. s.s. TENSIN M. (Bombay Line) left Singapore for this port direct on the 31st May, and is expected here on the 7th June.
The T. K. K. s.s. SHINYO M. arrived at Yokohama June 1st, and will sail June 4th for Hongkong and San Francisco, as per schedule.
The P. & O. s.s. CHUSAN left Singapore for this port on the 31st May and is due here on the 6th instant at about p.m.

CONSIGNEES

NOTICE TO CONSIGNEES.

From NEW YORK via PANAMA CANAL & SINGAPORE.

THE Steamship

"TITAROEM"

having arrived, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th June, 1919, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 3rd June, at 9.30 A.M. Claims against the Steamer must be presented within 14 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected.

This steamer brings on cargo from New York originally intended for shipment per s.s. "KAZEMBE."

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.

Agents,
Hongkong, 28th May 1919.

CONSIGNEES

THE EAST ASIATIC CO. LTD.

NOTICE TO CONSIGNEES.

From U. S. A. JAPAN and SHANGHAI.

THE Steamship

"SIAM."

having arrived, Consignees of cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves, delivery may be obtained.

Goods not cleared by 6th June will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 4th June at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

THORESEN & CO.

Agents,
Hongkong, 31st May, 1919.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LIMITED and CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co.'s Steamer "TALTHYBIUS"

are hereby notified that the Cargo will be discharged into Hall's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 2nd June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents,
Hongkong, 1st June, 1919.

NOTICES.

FISK
NON-SKIDS

FOR PRICES
AND PARTICULARS
Apply to
SHEWAN TOMES & CO.
TEL. 659 & 781.

THE Taikoo Dockyard and Engineering Co. of Hongkong Ltd.
BUILDERS OF SHIPS & ENGINES OF EVERY DESCRIPTION

STANDARD OF PLAY.

As an exercise, lawn tennis is one of the best, if, indeed, not quite the best, game for ladies which has been invented (writes a correspondent of the *London Times*.) It is an exercise which calls for the judicious use, not only of all the limbs, but also of the head. It is played during that part of the year when the climatic conditions are, or at any rate should be, of the best, and it can be as pretty a game as any known. Further, it is a sociable game, in which the sexes can not only meet, but actually play, together, each playing his or her own special part without any of the necessity for handicapping, which is such a problem in golf. There is no other active game which can be recalled to mind in which there is actually a mixed doubles championship, or in which the ladies' championships are played at the same meeting and on the same important courts as the men's. The ladies' championships at Wimbledon attract just as much interest in many ways, as do the men's.

Now lawn tennis is a game which would seem to call for much more activity, much more lasting powers, and much more youth than golf. The ladies' open golf championship has been won only once by a married lady, Mrs. Kennion being successful in 1906. Marriage, it would seem, then, is no bar or handicap to success in the most active of ladies' many games. Further, increasing years seem to be a greater advantage to lawn tennis, than to golf, for the average age of recent lawn tennis champions is much greater than that of recent golf champions. This is true of the ladies only. In the men's events exactly the opposite is the case. The whole of this apparent anomaly may be easy of explanation, or it may be merely an accident and a passing phase due to the special pre-eminence of such lawn tennis players as Mrs. Larcombe and Mrs. Lamber Chambers; but it is most certainly interesting, and not a little curious.

Lady lawn tennis players, and lady golfers, have taken their parts in the war, and although some have found time to get an occasional game during the past four years, none of them has been able to play so much as is desirable to maintain championship form. It is therefore unreasonable to expect that the standard of play at Wimbledon this year will be as high as it was in 1914. Further, there may well be many changes among the best players. Five years is a long break in a lawn tennis career, and it may be found at Wimbledon in June that several players, famous in the old days, have lost much of their cunning and much of their power, much of their staying capacity, and not a little of the prestige which helped them on many occasions to destroy their opponents' chances. For these reasons the coming season is going to be remarkably interesting one. It may mark a new era in which new players will come and take the places of the great players, and what is more interesting still may see the development of a new style of play, which will certainly

The championships of 1914 were interesting in many ways, but not the least interesting feature was the tactics of the lady players. For many years lady players were wont to believe that there was only one place on the court from which they could play, and that place was the base-line. A doubtless between four sound lady players was, for this very reason, apt to become tedious to the spectator and sometimes to the player. The play was all base-line driving, and many rallies were almost infinite in duration. Country tournaments, which often lasted only one day, had to leave such events out of their card, as the programme was nearly finished. In mixed doubles it was the custom of the lady to play back leaving all the net play to her partner. This method had its advantages, but its supremacy was being challenged very seriously in 1914. Mrs. Larcombe, playing with Mr. J. C. Parke, at Wimbledon, in 1914, played up at the net with very great success, and the victories of this pair over Mr. A. F. Wilding and Miss Broquedis and M. Decugis and Miss Ryan were due not only to their actual play, but also in no small part to her tactics. Miss Ryan also advocates playing up, and her victory, when playing with M. Decugis, over Mrs. Chambers and Lieutenant-Colonel A. F. R. Kingscote, was also due in no small part to her modern methods, which certainly were better than the severely orthodox style of her rivals. Yet in the final round of the singles championship, Mrs. Chambers, playing in the old way, beat Mrs. Larcombe, who is certainly a modern.

Which style will prevail in the end? It is difficult to say definitely, but it is worthy of note that the younger players are all adopting the new methods. The play at Wimbledon this summer will be watched very carefully to see whether they are successful or otherwise.

"Possibly," he writes. "I may find a clue, even if I cannot solve the problem, I am a 10 handicap; man, so found by handicappers of several golf clubs. For some two years before July, 1914, I played three or four mornings each week when play was possible, and, finding that playing always with me on the 18 to 14 handicap became somewhat savorless, and having also a wish to find out how ladies' play compared with men's, I fixed up matches with as many lady players near the scratch mark as I could.

"I found after a long series of games, that, with a lady player, the three or four handicap, I had to go all out to hold my own; and that with those handicapped at five or six I could take more liberties with the game. Right or wrongly, I have come to the conclusion (and I think I speak with fair authority) that the players' being on the same handicaps—the man should give

RECOGNISED HIS MASTER.

A bay gelding named Major was commandeered early in the war which was repurchased at Reading hill remount sale by his breeder, a farmer, went through many engagements in France and Italy without a scratch. While being trotted round the ring the farmer shouted, "Whos, my bonny boy?" Major recognised the voice of his old master (says the *London Evening Standard*) and commenced neighing and switching his tail. He pulled up dead, a horse would not move until the farmer took hold of the halter and fondled him. When the farmer led him away Major lashed out all a la sundry. His whinnying was loud and continuous, and owner and horse were evidently pleased to renew a friendship which had been broken by the war.

BETTER THAN AEROPLANE

Ballooning is the ideal motion. There is none of the offensiveness of lying in a noisy, vibrating machine, when your whole sense of hearing is dominated by the clamour of the engine and you are cut off from the sounds of the real world (writes Paul Bawsher in the *London Daily Mail*).

You drift over the country in deep silence. Thin ghosts of sound rise to you. The barking of dogs, the shrill whistle of a railway engine, the hoot of a distant steamer, the laughter of children, the roar of a train—all weave a chain of sound across the earth. Above a wood you pass, and in a flight of music the songs of ten thousand birds sweep up to you. You drift low over a farm. By the porch stand two or three rustics with their white faces staring upwards.

"Is this Johnson's farm?" you shout

"Over there!" Out goes the plump arm. "You be cold up there? Where do you come from mister?" and similar inquiries come from the figures below as you pass on.

You glide lower and lower, and drop overboard a long trail-rop. Its writhing end touches the ground, and more and more of it is lying on the earth to arrest your descent. The balance is struck, and you drift forward at an exact level, a hundred feet or so above the ground.

Then you will know the most exquisite form of motion that man's ingenuity has devised. You are low enough to become part of the countryside. Your view is obscured by a forest-crowded hill. New prospects are continually breaking upon you.

Yet you are not on the earth
you are a creature of the air
drifting softly, silently, on and on
above the flowery meadow
above the drowsy villages where
the thatched cottages sleep
sunny gardens; above, little
rivulets sparkling under stone
bridges, above the hunched

where the birds scatter in shrub alarm; above the clover field where the heavy scent rises up to you, while the frightened rabbits scutter away from the rope, flashing their white tailtufts as they vanish into the hedges.

You do not know whither you are going. You do not care. The silence grows deeper as you pass on into the green heart of the countryside. A pride in England and in all that makes England beautiful, creeps into your heart. You almost know an ecstasy. You are feeling the border-

You cross for once the border
of a dream-world, and it does not
vanish with your approach.
You who love Romance a
Beauty—who who care for Nature
and her loveliness—never, move
aloft in a fancy-killing aeroplane
but meet unreality in the same
shrine of the drifting basket.

THE POWER OF THE PRESS
Lord Robert Cecil, in a recent speech made before the British International Association of Journalists, in acknowledging the influence of the Press in public affairs, said:—"The sp

Lord Robert Cecil, in a recent speech made before the British International Association of Journalists, in acknowledging the influence of the Press on public affairs, said:—"The sp

in which we shall approach terms of peace is a matter which statesmen and politicians can do little. It must ultimately depend on the spirit of the people concerned, and for the spirit of the people there is no agency to which is so responsible as the Press. I venture, therefore, to make a great appeal to you. I ask you to put before you the very highest ideal in this matter, to not hesitate to tell your readers the real truth, and to guide them in a way that is secure, not only for this country, but for the world, a lasting cement based on truth and justice. Lord Brougham has placed on record his judgment of the sentences with which Sheridan thrilled the House of Commons on the liberty of the Press in 1819. "Give them," said Sheridan, "the corrupt House of Lords; give them a venal House of Commons; give them a tyrannical prince; give them a truckling court; and let me have but an unfeeling Press, I will defy them to enslave a hairbreadth on the liberties of England."

Hongkong Hotel

Correspondence 34th March, 1934

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Mrs. & Mrs. I. A. Auld	Mrs. J. A. A. H. Jackson
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Flag Capt. & Mrs. Fidd	Mr. T. W. Simmons
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Mr. & Mrs. P. Hollingsworth	Lady Tudor
Capt. T. P. Hall	Mr. Thos. Vint
Mr. G. Harper	Mr. E. J. Williams
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Mr. W. P. Holbeisser	General Yanko
Mr. A. S. Shelton	Colonel Yaron
Mr. Hooper	
Mr. Jas. Ishbitzer	
Capt. and Mrs. R. James	

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Mrs. Mrs. Good	Mrs. S. Viriam	
F. Hundt		

[illegible]

OFFICIAL PRICES

Banks.		
H.K. & S. Banks	a & sa	\$685
Marine Insurances.		
Canton	s	\$740
North Chinas	sa	\$220
Unions	b	\$190
Yangtzes	b	\$243 1/2
Far Eastern	n	\$ 26
Fire Insurances.		
China Fires	n	\$141
H. K. Fires	b	\$325
Shipping.		
Douglases	b	\$ 89
Steamboats	b	\$ 33 1/2
Indos (Pref.)	n	\$ 32
Indos (Def.)	b	\$153
Shells	n	1957
Ferries	b	\$ 33
Refineries.		
Sugars	b	\$157 ea 156 1/2
Malabons	b	\$ 34 1/2
Mining.		
Kailans	b	50/-
Langkats		
Shanghai Loans	b	t 193 1/2
Shai Explorations		
Rauhs	b	2
Tronohs	b	45/-
Urals	b	50/-
Docks, Wharves, Godowns, &c.		
H.K. Wharves	sa	\$ 92
K. Docks	b	\$153
Shai Docks	b	\$129
N. Engineerings	b	\$ 239
Lands, Hotels & Buildings.		
Centrals	n	\$113 1/2
H.K. Hotels	b	\$99
L. Inves t	b	\$113
H. phreys Est.	b & sa	\$8
K'loon Lands	b	\$46
L Reclamations	n	\$175
West Points	b & sa	\$76
Cotton Mills.		
Ewos	b, t	255 sa 26
Kung Yiks	b	t 32 1/2
Lau Kung Mows	n	t 172 1/2
Orientials	n	t 91
Shai Cottons	b	t 186
Yangtzepeops	b	t 12
Miscellaneous.		
Green Is.	b	\$714
China Borneos	n	\$12 1/2
China L.	b	\$5.10 old b. 1.10 ne
China Providents	b	\$ 7.60
Dairy Farms	n	\$29
H. K. Electrics	s	\$74
Macao Electrics	n	\$33 1/2
Ropes	b	\$31 1/2
Trams, Low Level	n	\$7
Trams, Peak, old	b	\$8
Trams, Peak, new	b	cts. 85
Laundries	b	\$ 3
Steel Foundries	n	\$12 1/2
U. Waterboats	n	\$13
Watsons	b	\$5
Wm. Powells	b	\$11 1/2
Wiseman's	n	\$30

Hongkong, June 2, 1919

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Mr. & Mrs. Brett	Mr. & Mrs.
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Coollhas	Stubbing
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Mr. Wm. Blackett	Mr. & Mrs. E. F.	sen
Boyce	Mr. A. Kirk	
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COMPANY,

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G.P.O. Box 444.

A detailed black and white illustration of a vintage Studebaker motor car, likely a Model 1913. The car is shown from a side profile, facing right. It features a boxy, early 20th-century design with a high roof, large spoked wheels, and a prominent front grille. The car is depicted in a simple, line-art style typical of early 20th-century advertisements.

A Car which has won for itself a world-wide
reputation for permanency of Service, Power,
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A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

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Buying Cologne to please call at
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" " " " " "	\$3.00	Superior	
" " " " " "	\$3.50	"	(Rattan Braiding Bottle.)

THE FRENCH STORE.

WHATEVER IS WORTH DOING IS
WORTH DOING WELL

Is the motto of our Wanchai Workshops
They are equipped for:-
General Engineering and Electrical Work
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Pulsometer Engineering Co. Ltd.
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Imperial Light Ltd.

COMMERCIAL NEWS

SHANGHAI SHARE MARKET.
 Messrs. A. L. Andersen and Co. in their weekly share circular, dated Shanghai, 24th May, state:—The turnover for the past week has been of a general nature, but interest principally centred in the Cotton market, where prices are either well maintained or tend to advance. To-day's opening rate for J.T. on London was 5 1/4, the Dollar rate being 74.63. Banks.—Hongkong and Shanghai: A fairly large number of shares changed hands at 62 1/2 and 62 1/2, the small decline being due to firmer rates of exchange. Insurances.—Cantons are slightly easier. North China sold and are wanted at 220. Unions offer in the South at \$11,000. Yangtzes are unobtainable at \$235, while Far Easterns are nominal at 23. Shipping.—Shells were wired this morning at 19 1/3. The increase of capital having been sanctioned, new shares will issue sometime in July but whether the issue will be made at the rate of one new for two old or three old will depend on the purchase price of the Mexican Eagle undertaking. Shanghai Tugs: Ordinary shares are wanted at 35. Preference, in request at 37 1/2 are obtainable at 40. Docks and Engineering.—Shanghai come to business in small quantities at 129, but faded to 127 1/2. New Engineering did not attract attention. Lands and Hotels.—Anglo-French were taken off the market at 75 1/4 and 76 with further buyers at the former figure. Investments sold at 68 and Hotels are asked for at \$17. Cottons.—The boycott of Japanese yarn and other things, is still in force, and for the time being Chinese yarn-brokers are making a good profit out of the pockets of the patriotic Chinese consumer. Incidentally local mills are participating, and the shares of all, save those already greatly inflated by "corners" and "rumours of corners," show an appreciation. Stores.—Hall and Holtz: The profit for the year together with \$15,438.56 brought forward from the previous year, permits of \$27,690, being written off buildings, and leaves \$34,160.37 to be carried forward. Lane Crawfords.—At the meeting held on 22nd inst. the shareholders decided to pay a dividend of 10 per cent., transfer \$20,000 to General Reserve, and \$70,000 to Stock Reserve, carrying forward \$10,491.48. Weeks and Co.—The meeting will be held on 30th inst. The balance at credit of Profit and Loss is shown as \$57,154.38, out of which it is proposed to pay a dividend of 5 per cent., write \$8,000 off Buildings, place \$5,000 to Reserve, and carry forward \$22,332.38. Rubbers.—Only a few transactions were arranged, and these at unchanged rates. Karans. The annual meeting is to take place on the 4th June. With Tls. 12,371.43 brought forward and this year's profit of Tls. 3,290.33 the Directors propose to pay a dividend of Tls. 0.46, write off Tls. 2,302.36 and carry forward Tls. 3,299.40. Miscellaneous.—Culties are wanted at 14, and Trams at 78 1/4. Gas is sought for at 22 1/4, and Water-works at 150. Telephones: The meeting is called for 3rd proximo. Shares sold and are wanted at 80.

EXCHANGE

SELLING.

T/T	3/6 1/4
Demand	3/6 7/16
80 d/s	3/6 9/16
60 d/s	3/6 11/16
4 m/s	3/6 13/16
T/T Shanghai	Nom.
T/T Singapore	159
T/T Japan	Nom.
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	81 3/4
co & New York	81 3/4
T/T Java	202
T/T Marks	N m.
T/T France	5.30
Demand, Paris	5.0 1/2
BUYING.	
4 m/s, L.C.	3/7 1/4
4 m/s, D.P.	3/7 3/4
4 m/s, L.C.	3/7 1/2
30 d/s, Sydney and Melbourne	3/8
30 d/s, San Francisco & New York	83 1/2
4 m/s, Marks	Nom.
4 m/s, France	5.47 1/2
6 m/s, France	5.52 1/2
Demand Germany	Nom.
Demand, New York	81 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	159
Demand, Singapore	150
On Haiphong	Nom.
On Saigon	Nom.

NOTICE

VICTORIA DISPENSARY

NOTICE—The business hitherto conducted by the above pharmacy at 32, Queen's Road, Central will on 15th June next be transferred to A. S. Watson & Co. Ltd., the Hongkong Dispensary, who will take over the stocks, proprietary medicines, and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,
 Manager.

WISEMAN, LTD.

TEA DANCE

on

(THURSDAY), June 5th.

D. M. GOODALL,

Manager.

PHONE 407.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRAL-
 ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—
 Berry, Carlton Hotel, from Singapore.
 Cafwan, from Paris.
 Continents, from San Francisco.
 Eadie, from New York.
 Florenio Reyes the Hon. British Consul, from Manila.
 Frank Zech, care Pacific Mail Steamship Agent, from New York.
 Gallagher, passenger s.s. Asia from Medan.
 Horne, Post Office, from London.
 Kahn Samuel Retransmitted, from Shanghai, from New York.
 Karanjia from Narrogin W.A.
 Leonard Simpson passenger Arratoon Apar, from Calcutta.
 Lira, from Rangoon.
 Valle, from Sydney.

J. K. GIBSON,
 Superintendent.
 Hongkong, May 29, 1919.

THE GREAT NORTHERN TELE-
 GRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—
 Satahakapan, Hee-Mingkee West Camp, from Tokio.
 Wingchingloo, from Kobe.
 Chahseng, from Kobe.
 Ashang, from San Francisco.
 Yanhingloong Central, from Yokohama.
 Chimeisang Chungfung, from Shanghai.
 Paul Loving, Passenger Tenyo Marn, from Yokohama.
 Hingwui, from Shanghai.
 Liyeuntai, No. 28, Yilitin Street, from Peking.
 Harry Hiers, s.s. Empress of Russia, from Southbening.
 Tafookshingtai, from Dairen.
 Bosbois, from New York.
 Wangung, from Kongo Hotel, from Shanghai.
 Wingchingshing, Winglock Street, from Yokohama.
 Kiangwan, from Amoy.
 Joobongseng, Robinson Road, from Shanghai.
 Baer, Hongkong Hotel from Yokohama.
 Sakata, Natsubara, from Kobe.
 Ford, Jardine, from Tientsin.
 Kinshing, from Kobe.
 Chentzilin Yueneoi, Western Market, from Kobe.
 Huianghsien Chunghuan, Eungho Hotel, from Shanghai.
 Kwanbing, from Amoy.

H. C. CARSTENSEN,
 Act. Superintendent,
 Hongkong May 30, 1919.

On Bangkok 43 1/2
 Sovereign 5.50 Nom.
 Gold leaf per Tael 43
 Bar Silver, per oz 53

DISCOUNT PER \$100:
 H'kong 50 cts sub. 8% dis.
 " 5 " 54% dis.
 C. coins 54% d/c

SUBSIDIARY COINS

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 C. coins 54% d/c

SUBSIDIARY COINS

NOTICE

G. JAMES R.

All persons with the exception of those of Chinese race, desiring to leave the Colony should apply in person to the Registrar of the Colonies at the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1915. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$5.

THE ROBERT DOLLAR CO.

NOTICE—Chiu, Lin Fong, who has for some time past been employed by us as our Compradore, has now resigned from that position, and will henceforth possess no authority to act for us in any way. All persons (if any) who have claims against him, or ourselves in respect of anything done by him as our Compradore are requested to notify us of such claims before the 15th day of June next.

Dated this thirty-first day of May 1919.

NOTICE OF REMOVAL.

NOTICE—We have this day removed our OFFICES from the second floor, St. George's Building, to the FOURTH FLOOR, HOTEL MANSIONS, ROOMS 1, 2, 3, & 4. In future, all communications should be sent to this address.

GERIN, DREYARD & CO.
 4th Floor Hotel Mansions.

NOTICE.

NOTICE—The undersigned have been appointed sole agents in Hongkong for the Sale of the "BATTLESHIP" brand of flour manufactured by the MOW SING and FOH SING FLOUR MILLS of WUSIEH and SHANGHAI.

H. SKOTT & CO.

Printers' Buildings
 2 Chater Road
 Hongkong, 2nd June, 1919.

NOTICE—I have this day established myself as Merchant and Commission Agent under the style of Ribeiro, Son & Co.

Old Supreme Court Building
 (ground floor)

V. F. V. RIBEIRO.

Hongkong, 2nd June, 1919.

THE CHINA LIGHT & POWER CO. (1918) LTD.

NOTICE is hereby given that the Statutory Meeting of Shareholders will be held at the Office of the Company, St. George's Building, Hongkong, on Friday, the 6th June 1919, at 12 o'clock, NOON, pursuant to Section 65 (3) of the Companies Ordinance 1911.

SHEWAN TOMES & CO.

General Managers,
 Hongkong, 29th May 1919.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese Graduate in Literature, has been a teacher to Pupils Official and Merchant in this Colony for over 20 years. He has a good method of teaching Chinese to Pupils in the Chinese language, and as a result of his teaching many Pupils have been able to write Chinese fluently. He has also a good knowledge of English and French. Those who desire to learn Chinese or to improve their Chinese, or to learn English or French, or to learn both Chinese and English, or to learn both Chinese and French, or to learn all three, should apply to Mr. Li Hon Fan, at his office, 1st floor, 1st Wing, Old Supreme Court, Ground Floor.

H. C. CARSTENSEN,
 Act. Superintendent,
 Hongkong May 30, 1919.

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 Act. Superintendent,
 Hongkong May 30, 1919.

PUBLIC AUCTIONS

THE undersigned has received instructions from the Liquidator of Messrs. Blackhead & Company, F. H. Hohnke, F.J.R. Schwarzkopf, E. H. Thiel and J. E. Danielsen in pursuance of an Order of the Hongkong Government to sell by Public Auction at 3 o'clock in the afternoon on

WEDNESDAY the 4th day of June 1919,

at his Auction Rooms in Duddell Street

THE VALUABLE LEASE-HOLD PROPERTY

situate and being Shaikwan Marine Lot No. 1 and known as Blackhead's Soap Works

In One Lot.

The property has an area of 95,800 square feet or thereabouts, and consists of level ground with a sea wall in good condition on the water front. On the property stands a Soap Factory and buildings in connection therewith comprising two Godowns, one with coolie quarters over a Managers House, a Boiler and Machine House, an Iron Shed, and a Tank.

The property is held for the residue of a term of 999 years from August 1890. The Crown Rent is \$440 per annum.

The property is sold subject to a reserved price.

Particulars and Conditions of Sale may be had from—

Messrs. Deacon, Looker,

Deacon & Harston,

Solicitors for the Liquidator,

or from

Mr. Geo. P. LAMMERT,

The Auctioneer.

THE undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 4th June, 1919,

commencing at 11 a.m.

at Blue Building godown 4A, Wanchai, of the Hongkong & Kowloon Wharf & Godown Co., Ltd.

305 pieces Mild Steel Angles 3" x 3" x 18' 2"

244 pieces Mild Steel Angles 3" x 3" x 32'

164 pieces Mild Steel Angles 5 1/2" x 3" x 22'

3 pieces Mild Steel Angles 5 1/2" x 3" x 20'

and afterwards at 3.45 p.m.

at No. 16 godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. (Kowloon)

36 pieces Mild Steel Plates 5 1/2" x 5' x 10'

46 pieces Mild Steel Plates 3" x 5' x 10'

46 pieces Mild Steel Plates 3" x 5' x 10'

10 pieces Mild Steel Plates 3" x 5' x 12'

36 pieces Mild Steel Plates 5 1/2" x 5' x 10'

3 pieces Mild Steel Plates 5 1/2" x 4' x 8' (stored in No. 11 Passage)

46 pieces Mild Steel Angles 1" x 12" x 11' 15/16"

83 pieces Mild Steel Angles 1" x 2" x 2" x 18' 2"

82 pieces Mild Steel Angles 1" x 2" x 2" x 18' 2"

(The above stored in No. 2 Passage)

6 casks No. 20 G. Bright Wire

4 casks Zinc Sheets Gauge 24" x 8"

(The above stored in No. 26 Godown)

Terms: Cash on delivery.

GEORGE P. LAMMERT,

Auctioneer.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON LTD.
 Honorary Secretaries & Treasurer.
 Telephone 116, January 1919.

BANKS

THE BANK OF CHINA

Head Office: Shanghai
 Branches: Hongkong, Canton, Peking, Tientsin, Hankow, etc.

Authorized Capital: \$10,000,000
 Paid-up Capital: \$12,500,000
 Reserve Funds: \$3,107,000

HEAD OFFICE: PEKING.
 BRANCHES & SUB-BRANCHES: (Peking): Haining, Tungeh, (North): Miyun, Chohsien, Paktien, Ninkasan, Hsinanhsia, (Chihli): Tientsin, Pootung, Lutai, Tsinhsien, Tangshan, Shantehu, Tangshan, Taming, Chohsien Weinsien, (Manchuria): Changchun, Moukden, Kirin, Taitshar, Newchang, Liaoyuan, Hebe, Hainanhsia, Tsaoanfu, Harbin, Dalai, Antung, Tiching, Chinghsien, Sifeng, Hulan, Suifu, Hailun, Ningta, Kungshing, Liaoyang, Fuyin, Yenchi, Kaipinghsien (Hupoh): Hankow, Shasi, Ichang, (Hunan): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wushu, Hsuehchow, Tungeh, (South): Tsinhsien, (Shantung): Tsinan, Tsingtau, Chefoo, Tenghsien, Lianshien, (Shansi): Taiyuan, Yuncheng, Sinkianghsien, Tsungfu, (Hanan): Kaifung, Chowkiatow, Hsinhsien, (Kwangtung): Hongkong, Canton, Swatow, Kungchow, Fuzien): Foochow, Amoy, Hankow, Chuanchow, Changchow, San'ao, (Chekiang): Hangchow, Shaoching, Hsuehchow, Kashing, Wenchow, Ningpo, Lanoh, Yuyao, Haimen, (Kiangsu): Nanchang, Kiating, Kanchow, Chintehsien, Chian, (Anhui): Wuhu, Anking, Pangfong, Luchow, Tamsing, Tungki, Luan, (Szechuen): Kweichow, Kweichow, (Shansi): Sianfu, Hangchow, (Suiyuan): Kweichow, Pootung, (Urga): Urga, Hakiato.

HONGKONG BRANCH.
 Interest allowed on current accounts and fixed deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

TSUYEE PEI,
 Manager.

RAMSAY & CO.
 WE HAVE A LARGE SELECTION OF THE LATEST PATENT IN STOCK AND SPECIALIZE IN THE REPAIR AND REFINISHING OF ALL TYPES OF CARBON PAPER, ETC.

WE ARE IN THE BEST POSITION TO SUPPLY AND REPAIR ALL TYPES OF CARBON PAPER, ETC.

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NOTICES

“Embassy”

Virginia Cigarettes

Finest Quality



The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.

Sold in tins of 50's
25 Cigarettes
also
packets of 10's

The Advertisement is licensed by British-American Tobacco Co. (China) Ltd.

STOP PRESS TELEGRAMS.

(Continued from page 5.)

PROTECTING SOUTH AFRICA FROM BOLSHIEVISM.

Cape Town, May 23.
The Bill extending the operation of the Public Welfare Acts contains important amendments directed against Bolshevism. It prohibits the publication of matter or membership of associations, advocating violence in order to effect changes in the political, industrial or economic conditions, or the publication of matter inciting the natives. It also provides for the registration and identification of aliens.

In the Assembly at the Committee stage the Diamonds Taxation Bill making the proposal to reduce the tax on alluvials by 5 per cent. was negatived by 46 votes to 36 votes.

THE SILVER MARKET.

HIGHER TENDENCY.

Messrs Samuel, Montagu and Co., in their weekly report, state:—

The inclination of prices generally is upward. Quotations for cash and two months' delivery are identical and buyers for the latter are well in evidence. At a lower level than about 51d. sellers are less inclined to operate, preferring to await favourable rates.

Shanghai exchange is quoted at 5s. 2d. It is reported that small purchases have been made in America on China's account. A shipment of about 127,000 ounces was made to Shanghai at the beginning of May.

London, May 28.
Silver is quoted at 52½d. The market is quiet.

London, May 29.
The silver market is steady.

COMMANDER-IN-CHIEF OF CHINA STATION.

London, May 29.
The Times says it is understood that Rear-Admiral G. P. Hope will be selected as Commander-in-Chief of the China Station.
London, May 30.
The Times says that Vice-Admiral Sir A. L. Duff and not Admiral Hope will be appointed to the China Command.

HOME CRICKET.

London, May 27.
Yorkshire beat Gloucestershire by an innings and 63 runs.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

THE SHANTUNG QUESTION.

CHINESE APPEAL TO EUROPE.

Shanghai, June 3.
Chinese educators and business men at a students' meeting decided to despatch a telegram to President Wilson, Mr. Lloyd George and M. Clemenceau protesting against the Shantung decision and asking that justice be done to China.

POST OFFICE.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

OUTWARD MAILS.

TO-MORROW.

Pakhoi & Haiphong—Per KAI-FONG, 4th June, 9 a.m.
Hoihow and Bangkok—Per LUCHOW, 4th June, 9 a.m.
Fort Bayard—Per CORNELIA, 4th June, 9 a.m.

Philippine Is., Rabaul, Australia, & New Zealand via Sydney—Per NANKING MARU, 4th June, 11 a.m.

Saigon—Per LIENSHING, 4th June, 5 p.m.

Fort Bayard, Hoihow, and Haiphong—Per SONGMA, 4th June, 5 p.m.

Swatow, Shanghai & N. China—Per KWONGSANG, 4th June, 5 p.m.

THURSDAY, 5TH JUNE.
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 5th June, 8 a.m.

Swatow and Straits—Per KANCHOW, 5th June, 10 a.m.

Shanghai and North China—Per SUIYANG, 5th June, 11 a.m.

Straits, Bangkok and Calcutta—Per FOOKSANG, 5th June, 2 p.m.

Swatow—Per TAI SZE MA, 5th June, 5 p.m.

FRIDAY, 6TH JUNE.
Japan via Moji and Seattle—Per PANAMA MARU, 6th June, 9 a.m.

Swatow, Amoy and Foochow—Per HAITAN, 6th June, 1 p.m.

Philippine Islands, Sandakan, Australia and New Zealand via Thursday Island—Per TAIYUAN, 6th June, Reg. 12.45 p.m. Letters 1.30 p.m.

SATURDAY, 7TH JUNE.
Japan via Moji, Canada United States, Central and South America—Per CANADA M., 7th June, 11 a.m.

Shanghai and North China—Per CHENAN, 7th June, 5 p.m.

TUESDAY, 10TH JUNE.
Shanghai and North China—Per TEAN, 10th June, 11 a.m.

Swatow, Amoy and Foochow—Per HAIHONG, 10th June, 1 p.m.

THURSDAY, 12TH JUNE.
Shanghai and North China—Per BUNNING, 12th June, 11 a.m.

WEATHER REPORT.

June 3d. 12h. 12m.—No return from Japan and Vladivostok. Pressure has decreased slightly to moderately at all stations reporting. It is probably highest over Japan, and is relatively low over the south part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 15.39 inches against an average of 24.33 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Road—	S.E. winds moderate; rain.
2 Formosa Channel—	The same as No. 1.
3 South coast of China bet. H.K. and Looe—	The same as No. 1.
4 South coast of China bet. Looe and Hainan—	The same as No. 1.

China Coast Meteorological Register. June 1, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	D'Winn.	Winds.	Weather.
Vorook	5a						
Amoy	5a						
Hakodate	5a						
Tokio	5a						
Kobe	5a						
Nagasaki	5a						
Kagima	5a						
Oshima	5a						
Naha	5a						
Ishijima	5a						
Bonin Is.	5a						
Wharfed	5a	29.89	62	94	s	2	
Hankow	5a						
Ichang	5a						
Chungking	5a						
Shanghai	5a	29.78	70	100	5	1	
Guangzhou	5a	29.77	69	100	5	1	
Shanghai	5a	29.81	76	94	e	1	
Amoy	5a	29.82	78	92	w	1	
Swatow	5a	29.81	75	92		0	
Yokohama	5a	29.82	75			0	
Tsushima	5a	29.81	77			0	
Kobe	5a	29.81	77			0	
P'aoze	5a	29.80	77	95	se	1	
Canton	5a	29.79	75	95	e	2	
H'kong	5a	29.77	73	95	e	2	
Gap Road	5a	29.77	73	95	e	2	
Massau	5a	29.79	79	93	ese	1	
Wahow	5a						
Fakhoi	5a						
Hoihow	5a	29.75	77	93	sw	2	
Shulin	5a	29.74	79			2	
Torans	5a						
C. St. J.	5a	29.78	77	91	s	2	
Agard	5a						
Dagupan	5a	29.79	77	91	nne	2	
Manila	5a	29.75	81	87	nne	1	
Lagundi	5a						
Isoloban	5a	29.74	81	89	n	2	
Surigao	5a						
Guam	5a						
Laduan	5a						

C. W. JEFFRIES—Chief Assistant, Hongkong Observatory, June 2, 1919.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, e overcast, r raining showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

METEOROLOGICAL.

Previous.	Day	On date	On date.
Barometer	29.82	29.79	29.75
Temperature	80	78	84
Humidity	99	95	80
Wind Direction	E.S.E.	E.	E.
Force	3	2	4
Weather	c	c	c
Rain	0.04	0.00	0.00
Light from Air Temperature	on the 1st	on the 2nd	on the 3rd
H.K. Observatory, June 2, 1919.			
T. F. CLAXTON, Director.			

NOTICE

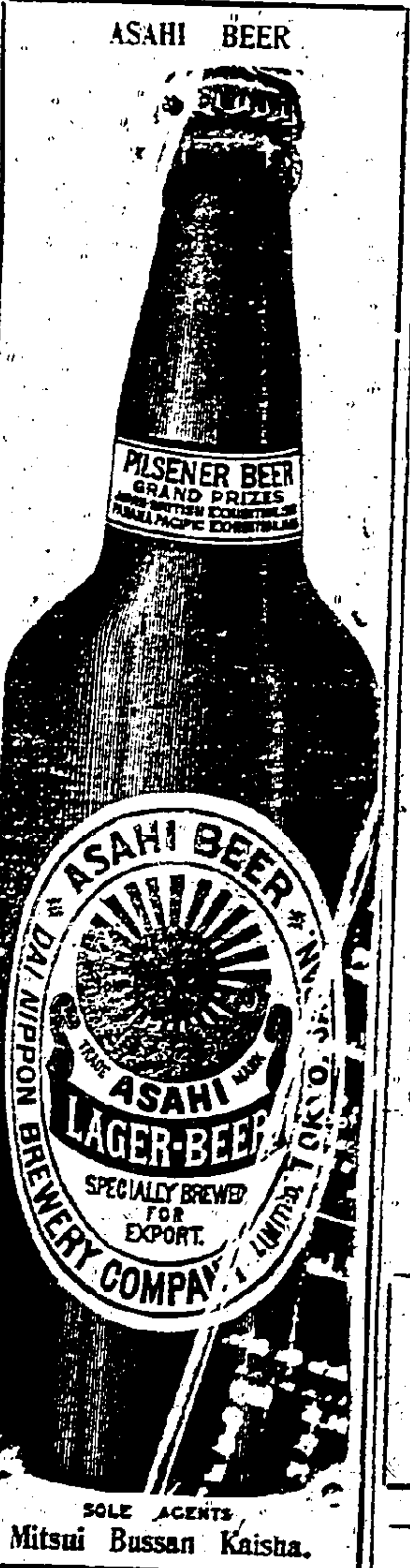
MITSUBISHI SHOKAI KAISHA, LTD.
(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA OCHI MUTARE KISHIDAKE
YAMAGUCHI, MOJO, KAMAZUTA SATO
KANADA, SHIMIZU, KAMITAMURA, SIBAI
and OTUBARI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSIENANFU, HANKOW, SHANGHAI, TAIPPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—
Hongkong:—“IWASAKI”
Canton, Haiphong:—
“IWASAKI”
Codes:—A1, A.B.C. 5TH ED.
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
No. 11, Pedder Street, Hongkong.



SOLE AGENTS
Mitsui Bussan Kaisha.

ENTERTAINMENTS

VICTORIA THEATRE.

Manday, Tuesday & Wednesday,
3 Nights Only 9.15 p.m. 3 Nights Only

FRANK KEENAN
FRANK KEENAN

As “Mathias” in Sir Henry Irving's Dramatic Masterpiece

“THE BELLS”

An Extra Selected Star Photoplay.

PATHE'S AMERICAN GAZETTE 87.

Thursday Matinee, June 5th 5.15 p.m.

“THE GREAT BOER WAR”

Booking at ANDERSON'S.

THE

CORONET

TEL NO. 1743. TEL NO. 1743.

TO-NIGHT

At 5.15 and 9.15 p.m.

FOR THREE NIGHTS ONLY

“The ROMANCE OF TARZAN”

Prices 5.15 p.m. \$1 & 60 cts.
9.15 p.m. \$2 & \$1.00.

Booking at ROBINSON'S.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—
THE HONGKONG HOTEL The leading Hotel in the Far East.
THE REPULSE BAY HOTEL The coming seaside resort of South China.
(opening in the Summer of 1919)
THE HOTEL MANSIONS The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.
The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and mania.
Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with
Telephone No. 433, Catering Department.
Telephone No. 1673, Manager.
J. H. TAGGART, Manager.

KINGSLERE HOTEL

CRAIGIEBURN HOTEL

KNUTSFORD HOTEL

SACHSE, LENNOX & Co. General Agents

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